

monthly report



April 14,
1964

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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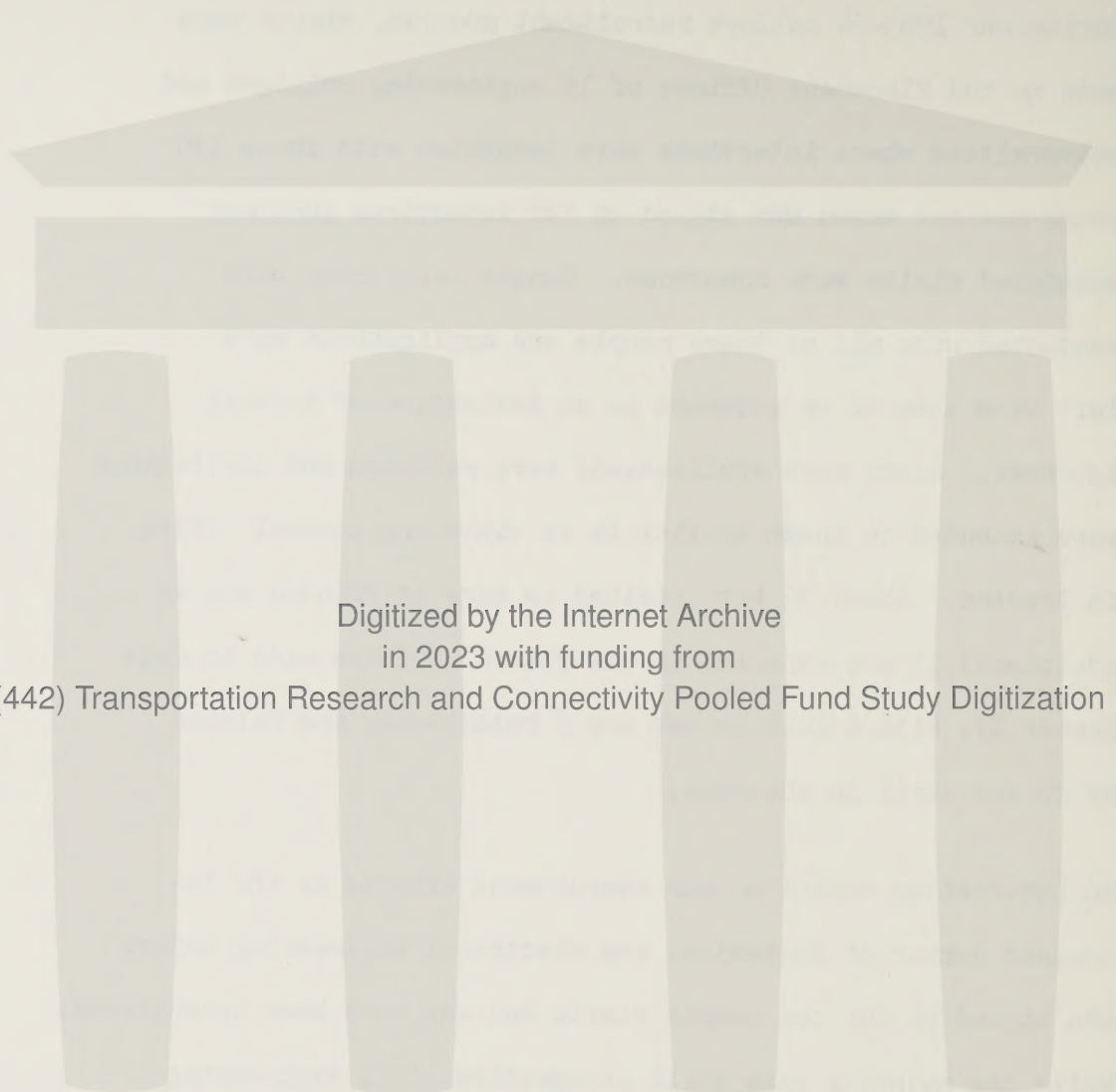
COLLEGE RECRUITMENT

During our 1963-64 college recruitment program, visits were made to the Placement Offices of 15 engineering colleges and universities where interviews were conducted with about 130 young men and women who signed up for interviews when our scheduled visits were announced. Campus interviews were conducted with all of these people and applications were left with them to be returned as an indication of initial interest. Sixty such applications were returned and invitations were extended to these applicants to visit our central office in Trenton. About 35 have visited us here in Trenton and an additional 10 are expected in the future. Offers made to date number 29, with 4 acceptances and 5 rejections; the balance of 20 are still in abeyance.

An interesting aspect of our recruitment efforts is the increased number of mechanical and electrical engineering majors who signed up for our campus visits and who have been interviewed. While the majority were still prospective civil engineering graduates (59 or 46%), 38 (29%) were electrical engineering majors and 26 (20%) mechanical engineering majors; the remaining 5% were chemical engineering majors or from other fringe areas.

TRAINING

As a follow-up to our Computer Orientation Course for engineers, questionnaires were sent to all who attended this course. We



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TRAINING, cont'd.

have received 32 replies to date and are in the process of evaluating them so that further training courses in this field may profit from our experiences.

During the month of March, a program was initiated to supply the Department with a much needed "Employees Handbook". As a result, Divisions were canvassed for information pertinent to the development of such a handbook. To date, the necessary material has been obtained from half of the Divisions concerned.

In conjunction with this material, the Division of Personnel, with the aid of the Bureau of Public Information, is developing a "Slide Program" in which the work of the Department is illustrated through the various assignments its nine Divisions perform. It is felt that this can be utilized not only in employee orientation, but also in recruitment efforts.

Preparations were completed this month for two new training programs to be given in April, one for top-level administrators in the Division of Maintenance and Operations, and the other for supervisory and foremanship training for District Supervisors and Foremen in the Division of Maintenance and Operations.

The Training Section also continued the 12-hour Civil Defense Adult Education Courses. Eighty-six more employees completed Civil Defense Adult Education, giving us a grand total of 420 Highway employees trained to date. We distributed questionnaires

TRAINING, cont'd.

during March to the 86 employees who underwent the Civil Defense Adult Education Courses and are presently evaluating them.

SAFETY

A First Aid training program is presently under way for personnel of Maintenance, Equipment and Electrical Divisions. This program has been set up with the cooperation of the National Guard authorities who have made their armories available for this instruction.

The program is one of an accelerated type, whereby each individual attending will receive a standard Red Cross First Aid Certificate. The program itself will be completed sometime in the early part of May, and at its completion, will have trained approximately 750 personnel.

Our Safety Inspections within our own Department are being continued on a daily basis, including the inspection of equipment in the field, performance by our employees in the operation of equipment, and the observance of our Department's activities on the highways where it affects the safeguarding and protection of the motorists.

Our inspection of contractors has been stepped up due to the coming of good weather and the increase of construction work.

SAFETY, cont'd.

These inspections are carried on during the evening hours as well as daytime hours. Oftentimes, we find reluctance on the part of some contractors to conform with safety in general. However, with proper discretion and explanation, they usually fall in line.

During this reporting period, a survey was made by this Department covering a new type of light and reflectorized stanchion on Route 3 in the Bergen-Secaucus area. This Bureau is awaiting a finalized report from the State Highway Engineer's representatives who were in attendance.

PLANNING AND TRAFFIC COMPUTER PROGRAMMING

In addition to work on our continuing research projects such as Truck-to-Passenger Car Equivalency Study, initial efforts have commenced on a Traffic Assignment Program. This program, when finally developed and implemented, will permit our Bureau to do all traffic volume forecasting by means of a computer rather than by the difficult manual manipulation as traditionally done for each design project. The development of this program will be slow since the engineers capable of preparing the input data are swamped with assignments on forecasting for design projects under way, as well as the Interstate Estimate. This dilemma exists also in regard to a Traffic Count Program. In essence, if we had the trained personnel available to implement programs of this nature, we would eliminate a substantial amount of "hand labor" in the future.

ENGINEERING COMPUTER BUREAU.

General - During the latter part of February, two seminars were held. The first one held for Bureau of Location and Design engineers, concentrated on the use of our engineering computer programs by Chiefs-of-Party and included instruction in the use of the As-Built earthwork computer program. The second seminar, a 3-day course, covered basic computer fundamentals, introduction to Fortran, and practical highway engineering applications. Included in the latter were engineers from the Bridge Division, Bureau of Construction and the Laboratory.

The interstate schedule revision was also completed during this period.

We have a new application to report. This is a computer program that selects optimum traffic signal offsets that will provide for a minimum delay at a selected speed.

In addition, we were able to run a traffic assignment for the Trenton area based on O & D data obtained from the Penn-Jersey survey. The computer program for traffic assignment performs very well.

Progress - Accomplishments -- February and March

1. Processed 1666 Horizontal alignment problems.
2. Processed 275 curve problems and 10 profile problems.
One As-Built earthwork project was completed.
3. The Traffic Assignment Program was used in the Trenton area for Route 29.

ENGINEERING COMPUTER BUREAU, cont'd.

4. Traffic signals were checked on Route 1 by the Traffic signal program.
5. As-Built earthwork was processed on Route 287.
6. The Interstate Schedule Revision was completed.
7. The evaluation of data for quality control in the laboratory was started.
8. Completed 2 programs that evaluate Interstate System status. This information is used primarily by the Bureau of Public Information.

STATE AID

Improvement in weather during the past month has resulted in increased maintenance activity on County and Municipal roads. Lesser damage to these roads has resulted from the milder winter of 1963-64.

County road forces have made progress in their annual patching program. Other groups are repairing equipment, clearing brush along right-of-way, and cleaning drainage facilities.

Twenty-seven municipal improvement projects were active during the period. Seventy-four additional projects in two categories - those not started and those suspended for the winter - are ready to go as good weather sets in.

DIVISION OF RAILROAD TRANSPORTATION

On March 11th a dinner meeting was held with representatives of commuter groups, municipalities, labor organizations and the railroads to review the provisions of the proposed passenger service contracts for the 1964-65 fiscal year and to discuss railroad service in general. Hearings were then held on March 19, 20 and 23 in Newark and Camden to present the proposed contracts to the public and receive their comments. The information gathered from these and other sources was utilized to prepare the annual determination of essential rail passenger service required by Chapter 66, Laws of 1960, which was then filed with the Secretary of State on March 30th.

INTERSTATE ROUTE 280

As previously reported, after many studies, discussions, reviews and careful consideration of the viewpoint of local officials, it was determined to proceed with the construction of Interstate Route 280 in West Orange utilizing an open cut design rather than a tunnel design advocated locally.

The initial contract, involving partial construction of an interchange at Prospect Avenue, was advertised for bids due March 11. Following in receipt of the bids, there were still certain obstacles to be overcome before this project could get under way.

INTERSTATE ROUTE 280, cont'd.

Initially, the Mayor of West Orange instituted a suit in Superior Court alleging that the Highway Commissioner had acted arbitrarily and had not given full consideration to the benefits of a tunnel in determining upon the open cut design. A temporary injunction was granted preventing the State Highway Commissioner from awarding the contract until the matter could be argued in court.

However, when the argument was presented, the court found that the town of West Orange had been given ample opportunity to present all of its views and the facts that it had gathered to support those views, and removed the injunction. In effect, the court held that the determination of highway design was the prerogative of the State Highway Commissioner and not a matter to be determined by the courts.

Immediately thereafter, a resolution was introduced and passed in the New Jersey Assembly directing the Assembly Highways Committee to hold a hearing in West Orange on a bill which would have required construction of a tunnel. This hearing was conducted March 31 in two sessions. During the afternoon session, the State Highway Department presented the results of its studies and the reasons for its determination in favor of the open cut design. Certain engineers engaged by the town of West Orange testified in favor

INTERSTATE ROUTE 280, cont'd.

of the tunnel design. At the evening session, designed as more of a public meeting, officials and residents of West Orange presented their viewpoint.

After hearing all of this testimony, the Highways Committee refused to report the bill out on the floor of the Assembly for a vote. The chairman of the Committee indicated the feeling of the majority of the Committee members that it was the Highway Commissioner's prerogative to determine highway design.

INTERSTATE ROUTES 95 AND 295

The State Highway Commissioner and members of his staff conferred with the Federal Highway Administrator and members of his staff in Washington April 7th regarding the alignment of Interstate Route 95 in New Jersey.

Prior to this time, the alignment officially approved by the Bureau of Public Roads crossed the Delaware River at the Trenton Toll Bridge, utilized the Trenton North-South Freeway to a point just south of Bakers Basin, and then utilized a new alignment running north between Route U. S. 1 and Route U. S. 130 to a junction with the New Jersey Turnpike 4,000 feet south of the New Brunswick interchange. From there it ran over the right-of-way of the New Jersey Turnpike to the northern terminus of the Turnpike and then north to a connection with Interstate Route 80.

INTERSTATE ROUTES 95 AND 295, cont'd.

From there it connected with the George Washington Bridge.

In its 1960 cost estimate, the Highway Department recommended an alignment crossing the Delaware River at the Scudder Falls Bridge west of Trenton, and curving in an arc around to the north of Trenton and joining the officially approved alignment in the vicinity of Bakers Basin. However, this alteration had not been officially approved by the Bureau of Public Roads.

The Highway Department had felt for some time that it would not be appropriate to construct another major new highway in the overcrowded traffic corridor adjacent to Route U. S. 1. The Department had, on several occasions, indicated the desirability of opening up a new corridor by running northward directly from the Scudder Falls Bridge to a connection with Interstate Route 287 in the vicinity of South Bound Brook and thence northerly to a different connection with Route 80 keeping all the time some 12 to 18 miles west of the Turnpike. This suggested change was the major subject of the April 7th conference.

As a result of the meeting, the Bureau of Public Roads approved changing the alignment so that it would run from the Scudder Falls Bridge to a connection with Interstate Route 287 in the vicinity of South Bound Brook. However, the Bureau ruled that Route 95 must then follow Route 287 to a junction with the Turnpike in

INTERSTATE ROUTES 95 AND 295, cont'd.

the same general vicinity as the previously approved alignment and remain on the Turnpike right-of-way as formerly. In effect, this meant they approved changing the southern, toll-free, section of the alignment, but did not approve taking any portion of Route 95 off of the Turnpike. The exact location of the connection with Route 287 is still a matter of study.

In connection with this discussion, it is important to note that Interstate Route 295 coming north from Deepwater must connect with Route 95. Under the former situation, this intersection was in the vicinity of Bakers Basin, however to the east of the Pennsylvania Railroad. Under the new situation, Interstate Route 295 will continue across the Pennsylvania Railroad, across Route U. S. 1 and westerly to a connection with Interstate Route 95 northwest of Trenton and south of Princeton.

CONSTRUCTION

As of April 1, there were 60 construction projects under way with an original construction value of approximately \$129.6 million, including the value of bridge work. This required an inspection force of 275 men.

LEGISLATIVE HIGHWAYS COMMITTEE

Assembly Concurrent Resolution Number 9 of the current session established the Senate and Assembly Highways Committee as a joint committee of the Legislature and directed it to inquire generally into the status of highway construction in New Jersey and the resources of the Highway Department.

This Committee, headed by Senator Richard R. Stout of Monmouth County conducted three public hearings -- two in the Assembly Chamber at which representatives of various organizations presented statements, and one at the Highway Department offices. The third hearing, lasting $5\frac{1}{2}$ hours, was conducted March 26.

In preparation for this event, the Highway Department prepared numerous reports and gathered together all information which it felt might be of interest to the members of the Committee.

The heads of all of the Department's Divisions and many of its Bureaus were present throughout the hearing, however the Committee took testimony only from the State Highway Commissioner, the State Highway Engineer and the Director of Railroad Transportation. In fact, the morning session was devoted entirely to railroad transportation.

The major documents presented to the Committee, in addition to the text of two statements by the State Highway Commissioner, one

LEGISLATIVE HIGHWAYS COMMITTEE

on railroad transportation and one on highways, were the following:

1. Annual Report of the Bureau of Road Construction.
2. Annual Report of the Bridge Division.
3. Status of the Interstate System in New Jersey.
4. The "Critical Path" schedule for completion of the Interstate System in New Jersey by October 1972.

At the request of the Committee, the State Highway Commissioner agreed to make available a year-by-year priority list of projects in the Highway Department's Master Plan for meeting 1975 traffic needs and a tabulation of the engineering work performed by private consultants.

While the atmosphere during the hearing was cordial, the staff of the Highway Department felt somewhat disappointed that the members of the Committee did not appear to take a greater interest in the Department's manpower needs.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

Mar. 11 - Meeting with Federal Highway Administrator Whitton and his staff in Washington to discuss Federal Aid Program.

Mar. 13 - Meeting with former Assemblyman Barkalow to discuss certain highway problems in Monmouth County.

Meeting with Newark Councilman Irvine Turner and members of the Negro community to discuss relocation problem involved in construction of Route 75 and Interstate Route 280.

Mar. 17 - Meeting in Governor's office with Attorney General Sills to discuss policing Interstate System.

Mar. 18 - Appearance before Joint Appropriations Committee to discuss the Highway Department's proposed budget for 1964-65.

Mar. 19 - Meeting with former Attorney General Wilentz to discuss Route 440.

Meeting with Mayor Graves of Paterson to discuss Routes 20 and 21.

- Mar. 20 - Meeting at Jersey City with Mayor Whelan and officials of the Department of Conservation and Economic Development to discuss projects in that area.
- Mar. 23 - Meeting with Senator Stout and delegation from Wall Township to discuss the Route 35 Freeway.
- Mar. 24 - Meeting with officials of the Humble Oil Company to discuss highway matters affecting their operations in New Jersey.
- Cabinet Meeting.
- Mar. 25 - Meeting with the Governor's Transportation Committee.
- Mar. 26 - Hearing of Joint Legislative Highways Committee conducted at Highway Department Building.
- Mar. 30 - Meeting with staff of Tri-Borough Bridge and Tunnel Authority to discuss Narrows Bridge and Staten Island approaches.
- Meeting with Mr. Shoemaker of Jersey Central to discuss proposed ICC guaranteed loan.
- Staff meeting to discuss design of Interstate Route 280 in West Orange.
- Mar. 31 - Assembly Highways Committee Hearing at West Orange on design of Interstate Route 280.

MEETINGS, cont'd.

Apr. 3 - Meeting with Bergen County prosecutor Calissi to discuss highway improvements in Saddle Brook.

Meeting at New Jersey Turnpike Authority with Governor Hughes to discuss access in the vicinity of Forsgate Farms.

Apr. 6 - Meeting with General Cantwell and officials of Rutgers University to discuss mutual highway problems.

Apr. 7 - Meeting with Federal Highway Administrator Whitton at Washington to discuss Interstate Routes 95 and 295.

Meeting with Housing and Home Finance Agency Administrator Weaver to discuss Tri-State Transportation Committee.

Apr. 9 - Meeting with Attorney General Sills to discuss railroad mergers.

Apr. 10 - Meeting with Senator Forsythe to discuss bridge widths in Burlington County.

Apr. 13 - Meeting at McGuire Air Force Base to discuss proposed defense access road with federal and local officials and representative of Congressman Thompson.

Apr. 14 - Participated in Governor's Annual Traffic Safety Conference.

BIDS RECEIVED

Mar. 12 - Interstate Route 78 Grading, Bridges and Incidental Paving Bedminster, Bernards, Bridgewater and Warren Townships, Somerset County. <u>Public Constructors, Inc., Blackwood</u>	\$2,517,074.58
Mar. 12 - Interstate Route 280 Demolition of Buildings West Orange, Orange and East Orange Essex County. <u>Interstate Wrecking Co., Springfield</u>	31,900.00
Mar. 12 - Route 30 Left Turn Connectors and Drainage Waterford, Camden County. <u>Campanella & Wells, Inc., Hammonton</u>	129,355.54
Mar. 19 - Route 10 Intersection Improvement E. Hanover Township, Morris County. <u>Ralph Barrone & Sons, Kenilworth</u>	69,767.35
Mar. 19 - Bridge Painting - Contract #1 Fair Lawn and Glen Rock, Bergen County <u>Gerber Contracting Co., College Point, N.Y.</u>	8,880.00
Mar. 19 - Bridge Painting - Contract #2 Ramsey, Mahwah Township, Bergen County. <u>W. Pera Painting Co., Haddonfield</u>	9,455.00
Mar. 19 - Bridge Painting - Contract #3 Paulsboro, Townships of Logan and Oldmans Gloucester and Salem Counties. <u>Nicholas Painting Co., Whitestone, N.Y.</u>	18,420.00

BIDS RECEIVED, contd.

Mar. 19	-	Bridge Painting - Contract #4 Rutherford, Bergen County. <u>Nicholas Painting Co., Whitestone, N.Y.</u>	\$ 26,780.00
Mar. 19	-	Bridge Painting - Contract #5 Stafford Township, Ocean County. <u>Ponns and Thomas Co., Essington, Penna.</u>	44,000.00
Mar. 19	-	Bridge Painting - Contract #6 Perth Amboy, Middlesex County. <u>Nicholas Painting Co., Whitestone, N.Y.</u>	34,220.00
Apr. 2	-	Interstate Route 287 Townships of Parsippany-Troy Hills, Montville and Boonton, Morris County. <u>Dale Electric Co., Paterson</u>	85,630.00
Apr. 2	-	Route 24 Freeway Demolition of Buildings Summit, Union Co.; Millburn Twp., Essex Co. <u>William M. Young & Co., Newark</u>	13,950.00
Apr. 2	-	Vegetation Control (Chemical Spray) Statewide <u>McMahon Bros., Inc., Tenafly</u>	2,748.43
Apr. 9	-	Route 42 Freeway Widening, Resurfacing & Bridge Widening Camden and Gloucester Counties. <u>South Jersey Construction Co., Riverside</u>	244,489.42
Apr. 9	-	Interstate Route 78 Demolition Springfield Township, Union County. <u>V. Ottilio & Sons, Paterson</u>	<u>27,231.00</u>
		<u>Total Bids Received</u>	\$3,263,901.32

CONTRACTS AWARDED

Mar. 24	-	Route 30 Left Turn Connectors and Drainage Waterford, Camden County. <u>Campanella & Wells, Inc., Hammonton.</u>	\$129,355.54
Mar. 31	-	Route 10 Intersection Improvement E. Hanover Township, Morris County. <u>Ralph Barrone & Sons, Kenilworth</u>	69,767.35
Mar. 31	-	Interstate Route 78 Grading, Bridges and Incidental Paving Bedminster, Bernards, Bridgewater and Warren Townships, Somerset County. <u>Public Constructors, Inc., Blackwood</u>	2,517,074.58
Mar. 31	-	Interstate Route 280 Demolition of Buildings W. Orange, Orange, East Orange, Essex County. <u>Interstate Wrecking Co., Springfield</u>	31,900.00
Apr. 3	-	Route 72 Channelization Ship Bottom, Ocean County. <u>S. Jersey Construction Co., Riverside</u>	99,052.31
Apr. 3	-	Bridge Painting - Contract #1 Fair Lawn and Glen Rock, Bergen County. <u>Gerber Contracting Co., College Point, N.Y.</u>	8,880.00
Apr. 3	-	Bridge Painting - Contract #2 Ramsey, Mahwah Township, Bergen County. <u>W. Pera Painting Co., Haddonfield</u>	9,455.00
Apr. 3	-	Bridge Painting - Contract #3 Paulsboro, Townships of Logan and Oldmans <u>Nicholas Painting Co., Whitestone, N.Y.</u>	18,420.00

CONTRACTS AWARDED

Apr. 3 - Bridge Painting - Contract #4 Rutherford, Bergen County. <u>Nicholas Painting Co., Whitestone, N.Y.</u>	\$26,780.00
Apr. 3 - Bridge Painting - Contract #5 Township of Stafford, Ocean County <u>Ponns & Thomas Co., Essington, Penna.</u>	44,000.00
Apr. 3 - Bridge Painting - Contract #6 Perth Amboy, Middlesex County. <u>Nicholas Painting Co., Whitestone, N.Y.</u>	34,220.00
Apr. 6 - Routes 1 and 9 Roadway Paving Rehabilitation Newark, Essex County. <u>Mal Bros Contracting Co., W. Caldwell</u>	383,254.87
Apr. 6 - Interstate Route 280 Grading, Drainage, Paving and Bridge West Orange, Essex County. <u>Public Constructors, Inc., Blackwood</u>	2,110,318.05
Apr. 10 - Route 24 Freeway Demolition of Buildings Summit, Union County; Millburn Twp., Essex County. <u>William M. Young & Co., Newark</u>	13,950.00
Apr. 10 - Vegetation Control Statewide <u>McMahon Bros., Inc., Tenafly</u>	<u>2,748.43</u>
<u>Total Contracts Awarded</u>	\$5,499,176.13

BIDS TO BE RECEIVED

- April 16 - Route 45
Reconstruction and Widening
Woodbury, Gloucester County.
- April 30 - Interstate Route 280
Grading, Paving, Bridges and Walls
East Orange, Essex County.

MAP REQUESTS

<u>Date</u>	<u>Name and Address</u>	<u>Quantity</u>
3/12/64	Mr. Thomas (Haddonfield Office)	50
3/12/64	John Threlkeld Verona, N.J.	35
3/12/64	Forest Avenue School Verona, N.J.	20
3/16/64	Trenton Chamber of Commerce	25
3/17/64	Atlantic City Electric Co., N.J.	25
3/17/64	Federal Housing Authority Camden, N.J.	25
3/20/64	Rutgers University, N.J.	50
3/24/64	Mr. Arthur L. Burt Dept. of State Washington, D.C.	50
4/2/64	Perth Amboy Chamber of Commerce, N.J.	25
4/2/64	U.S. Steel Corp. Pittsburgh, Pa.	25
4/2/64	Girl Scout Council of Bergen County Paramus, N.J.	25
4/3/64	John Artzberger Cheswick, Pa.	31
4/3/64	Trenton Chamber of Commerce, N.J.	25
4/14/64	Mrs. William B. Kelly Bridgeton, N.J.	35
4/14/64	College of Agriculture New Brunswick, N.J.	25
3/11 - 4/14/64	Individual Requests	<u>766</u>
	TOTAL	1,237

STATEMENT

by

DWIGHT R. G. PALMER, COMMISSIONER
NEW JERSEY STATE HIGHWAY DEPARTMENT

on the

RAILROAD PROGRAM

before the

JOINT LEGISLATIVE COMMITTEE ON TRANSPORTATION

Chairman: Senator Richard R. Stout, Monmouth
County

Vice-Chairman: Assemblyman William T. Hiering,
Ocean County

Senate Members

Thomas J. Hillery, Morris County
John E. Hunt, Gloucester County
Edwin B. Forsythe, Burlington County
John A. Waddington, Salem County
William F. Kelly, Hudson County

Assembly Members

William T. Hiering, Ocean County
William H. Everett, Essex County
Joseph C. Woodcock, Jr., Bergen County
Robert E. Kay, Cape May County
Richard J. Vander Plaat, Bergen County
John W. Davis, Salem County
Joseph M. Keegan, Passaic County

STATEMENT

by

DWIGHT R. G. PALMER, COMMISSIONER
NEW JERSEY STATE HIGHWAY DEPARTMENT

before the

JOINT LEGISLATIVE COMMITTEE ON TRANSPORTATION

Chairman: Senator Richard R. Stout, Monmouth
County

Gentlemen:

To aid in carrying out the responsibilities assigned you by Assembly Concurrent Resolution No. 9 we have prepared a summary statement of the activities of the Division of Railroad Transportation including statements supported by exhibits on the fiscal situation of the major railroad carriers.

First, permit me to give you a little background on the changes that have taken place in the travel habits of our citizens - which changes have caused, in part, the rendering of railroad passenger service so uneconomic.

During the years following World War II, expansion of the highway system in New Jersey and the suburbanization of its residents caused a steady erosion of the railroad's once dominant role in carrying passengers in this State. Most crowded commuter trains remained but mid-day, evening and weekend travel diminished to a trickle and the financial results to the railroads from providing passenger service grew steadily worse. Attempts by the carriers to obtain relief through higher fares and reductions in service were largely unsuccessful.

In New Jersey the problem came into sharp focus when the Transportation Act of 1958 became law. Under its provisions the New York Central applied to withdraw all passenger service on its West Shore Division which was carrying about 3,500 commuters daily; the Lehigh Valley submitted a similar petition for its remaining trains; the Delaware, Lackawanna and Western posted notices of its intention to discontinue practically all of its suburban service; and other railroads threatened to take similar advantage of the new law.

Realizing the serious effect such a wholesale loss of rail service would have on the citizens and the economy of the State, the Governor in January 1959 asked me to take on the problem. Apparently the Governor recognized that if the suburban railroads did not operate, the people would have to be transported on the highways either in buses or in private cars and the Highway Department would be the most appropriate agency to determine if it could accommodate the added traffic. At this time we expressed the philosophy that the Highway Department's responsibility is to provide for the movement of people and goods and not just vehicles, and our studies soon emphasized the importance of the suburban railroads for without them the master plan for highway development in New Jersey would have to be expanded at costs far in excess of the costs of continuing the rail service. We found that the travel corridors where we have the greatest densities on our highways also contain heavily patronized commuter lines that carry large volumes of our citizens from their homes to employment centers in New Jersey cities,

in Manhattan and in Philadelphia. That is why we consider the railroad system an important ally of the highway network - rather than as a competitor. Altogether, about 250,000 trips per day are made on the facilities of the rail network.

Therefore, a logical development in March 1959 was the creation within the Highway Department of a Division of Railroad Transportation charged with the responsibility of preparing a program which would maintain and improve rail passenger service. However, even before the Railroad Division was created, the New York Central Railroad terminated its trans-Hudson ferry service although it was still required to operate the trains to the ferry slips. This condition would have resulted in about 3,500 people arriving at the river terminal with no way to cross the River had we not assembled representatives of the motor-bus companies who were operating in the territory served by the West Shore Division of the New York Central and worked out bus transportation, from the areas where commuters would normally board trains, through to the midtown bus terminal in Manhattan. As a result, on the morning after the ferry service ended only about 300 people arrived at the terminal and most of these were railroad men employed in the area.

The Railroad Division had not been functioning long before it realized that if material progress were to be made in solving the rail transportation problem a source of funds had to be developed. A plan to obtain such funds was

presented to the Legislature in June 1959. It involved the use of surplus earnings of the New Jersey Turnpike for general transportation improvements including expenditures for suburban railroad projects. Although passed by the Legislature and approved by the Governor, the proposal failed to win a majority of voters when submitted to a state-wide referendum. Despite the failure of the 1959 referendum to carry, the State could not turn its back on the problem for the transportation crisis was worsening. The Division intensified its efforts and in April 1960 issued a comprehensive report containing specific suggestions for immediate and long range action to solve New Jersey's rail transportation problem.

THE CONTRACT PROGRAM

To the Division the most pressing need was to keep the trains running and, as an admittedly "stop-gap" measure, it was recommended that the State compensate the railroads under contractual arrangements for providing at approved fare levels what the Highway Commissioner determined to be essential service. A formula for compensation was proposed based on payment of a rate per car mile to be developed by dividing the estimated car miles for a year into the annual appropriation for this purpose. The Railroad Passenger Service Act embodying these recommendations was enacted into law on June 22, 1960, and the first service

contracts were executed about two months later with the Erie; Delaware, Lackawanna and Western; Jersey Central; Reading; New Jersey and New York and Pennsylvania Railroads. Only the Lehigh Valley, New York, Susquehanna and Western and Pennsylvania-Reading Seashore Lines, all relatively minor passenger railroads, declined to participate, initially.

Since 1960 a primary function of the Division has been to administer this contract program, which was expanded in January 1962 to include ferry service, endeavoring not only to maintain but also improve service under its provisions. Reduced off-peak fares have been inaugurated, experimental service introduced, schedules analyzed and improved and constant inspections made to insure satisfactory service.

Following refusal by the ICC to permit the Pennsylvania-Reading Seashore Lines to end all its passenger service, the P-RSL joined in the State's contract program and the residents of Southern New Jersey then became assured of rail passenger service until June 1964. Then, with the signing of a contract in July 1963 between the State and the New York, Susquehanna and Western Railroad, 100% of the State's rail passenger service was then covered.

Attached is a tabulation marked Exhibit 1, showing the total earnings of the carriers since the inception of the contract program including estimated earnings for the fiscal year ending June 30, 1964. Over the four year period approximately \$24,000,000 has been

expended or an amount equal to less than four miles of expressway at current average costs in New Jersey.

FINANCES - NEW JERSEY RAILROADS

The Central Railroad Company of New Jersey

This carrier has nearly 70% of its trackage in New Jersey, serves more communities with either freight or passenger service or both than any other carrier and is third in the volume of passengers carried, handling a total of 15,000 passengers in one direction on an average weekday. 78% of its passengers travel in the commuter rush period. Its cash position has become critical. As of January 1, 1963 its working cash was \$3,635,000; by the end of 1963 this reduced to \$1,924,000 and the end of 1964 projections made by the Railroad (prior to application of proceeds of federal loan - see page 7) show a cash deficit of \$555,000. This calendar year the Jersey Central has about \$11,500,000 in obligations to meet in addition to regular operating expenses exclusive of all taxes. These obligations for the month of February included equipment rentals, LC&N rent for leased roadway and payroll taxes amounting to \$1,202,000. In July the first principal repayment on its \$15,000,000 loan acquired under the Transportation Act of 1958 falls due making total obligations for that month of \$2,961,000. In October LC&N rent is again due bringing obligations for that month to \$1,057,000. On December 1st the real estate

taxes will bring the total to \$3,336,000. In other months the obligations vary from \$207,000 to \$650,000.

In spite of all this the management of the Jersey Central is optimistic about the future of this Company. This Railroad anticipates that the combined deficit for 1963 - in excess of \$6,000,000 - will gradually improve so that by 1966 a small profit may result under the following assumptions:

1. That the "Aldene Plan" will become effective in 1965;
2. Firemen on freight and yard diesels can be eliminated;
3. That coordination with the Lehigh Valley between Bethlehem and Laurel Run in Pennsylvania will be effected;
4. That rental payments to the D&H Railroad will be renegotiated.
5. That earnings under the State contract program will be increased by \$1,500,000 in 1965; and
6. That the real estate tax liability will be reduced 50% with payments due December 1, 1965.

To have available more working capital and to finance freight consolidation and coordination projects the Jersey Central submitted late in June of 1963 an application to the I.C.C. for Federal guarantee of an additional loan in the amount of \$5,000,000. After much work by its president with the I.C.C. for the railroad

and after testimony before the I.C.C. presented by the Highway Commissioner, a loan in the amount of \$2,000,000 was approved. The I.C.C. indicated that actions contemplated by the State of New Jersey, including plans to reroute passenger trains to Newark and a review of the tax situation, were persuasive in authorizing the loan, and that any further loans made as a result of the application will be dependent upon the progress made on these measures.

In 1962, an annual trend of declining freight revenues was reversed and earnings for that year increased by \$1,700,000. This was due primarily to a recovery in anthracite coal revenues which increased about 30% for the year. This trend continued through 1963. The trailer-on-flat car service (piggyback) expanded about 25% in 1963 and a new facility in Jersey City for handling this traffic was opened in September.

During the past ten years the Jersey Central's passenger deficits have totaled some \$67,000,000 and in the same period it has paid nearly \$34,000,000 in property taxes.

The Pennsylvania Railroad Company

This carrier provides both an intercity or long distance operation serving Trenton, Princeton, New Brunswick, Newark and New York and a suburban service with trains operating from Bay Head, South Amboy, Rahway, New Brunswick and Trenton. The through trains carry 4,300 New Jersey passengers in one direction per day and the commuter trains handle about 18,900, 68.3% of whom travel in the rush period.

In the four year period from 1959 through 1963 this Railroad will have incurred deficits from operating suburban and commuter passenger services of about \$32,000,000. In this same period, it has paid \$21,600,000 in State property taxes. Combined operations of passenger and freight services including related business of the Pennsylvania Railroad Company have produced a profit of \$1,445,500 over the past four years. The assets of the Pennsylvania Railroad Company total more than \$2.3 billion.

A most significant action taken recently by the Pennsylvania to improve its financial position has been its efforts to merge the corporate structure of the New York Central Railroad into the Pennsylvania. Hearings before the I.C.C. have been completed and testimony on the record indicates that with a merged operation savings in operating costs of about \$80 million per year could be effected for the merged carrier. In addition, the Pennsylvania is increasing its earnings from carrying coal by use of integral trains and is continually expanding its trailer-on-flat car business. These "piggyback" operations reduce transportation costs and are a source of continually increasing revenues. With regard to passenger service, this Railroad recently undertook to make its facilities more attractive to its patrons through a clean-up program and has approved expenditures totaling over \$6,000,000 for passenger car improvements. Fifty stainless steel coaches (reconstructed roomette cars) have recently been put into service in the New York-Washington territory and 58 coaches are being rehabilitated including completely new interiors, air-conditioning and improved trucks for better riding qualities and will be used

in New Jersey. Eight of these cars are now in service and the remaining units will be added piecemeal as their reconstruction is completed.

The Erie-Lackawanna Railroad Company

This carrier is the State's busiest suburban and commuter carrier transporting 36,000 passengers in one direction daily, 83.6% of whom travel in the rush period. It also operates limited inter-city service connecting Hoboken and other New Jersey cities with Port Jervis, Scranton, Binghamton, Buffalo and Chicago. Since October of 1960 when the present company was created by corporate merger of the former Delaware, Lackawanna & Western Railroad into the Erie there has been considerable consolidation of passenger and freight routes. The latest was the combining of the Boonton Line with the Greenwood Lake Branch in New Jersey.

This Railroad has incurred passenger service deficits in the State of New Jersey that have totaled over \$15 million in the four years from 1959 through 1963. In this same period State taxes of \$18,800,000 will have been paid upon payment of the balance due on its December 1963 obligations.

Because of litigation on matters pertaining to disposition of personnel following the merger, the financial benefits that had been anticipated have been somewhat slow in materializing.

Deficits for the combined operation for the current year are about \$17.1 million, about the same as for 1962 and down considerably from the \$26 million deficit of 1961. The Chairman of the Erie-Lackawanna Railroad, Mr. William White, is nevertheless optimistic concerning the future, although expecting the road to continue in the red during 1964, he believes that with "a little bit of luck" the road will operate without a loss in 1965. This Railroad also has a critical cash problem and applied for a Federal guarantee of a second \$15 million loan under the provisions of the Transportation Act of 1958. The loan guarantee was denied by the Federal agency as was a revised submission in the amount of \$5 million.

The Erie-Lackawanna has completed a \$12 million electronically operated freight yard in cooperation with the Nickel Plate Railroad at the Buffalo gateway and improved operating efficiency at other yards. It is currently modernizing 3,000 freight cars under a sale and repurchase arrangement and rehabilitating its long haul passenger cars in anticipation of increased travel to the World's Fair opening in New York next month.

Other Railroads

The New Jersey & New York Railroad, although a separate corporation, has nearly all its securities owned by the Erie-Lackawanna. It continues to be operated in bankruptcy by a trustee under rather favorable trackage, car rent and terminal use agreements

with the Erie-Lackawanna. The paper work on reorganizing this carrier is continuing slowly.

The New York, Susquehanna and Western Railroad Company entered the Contract Program for the first time in 1963 after new management took control. The contract required that for an experimental period of six months that it operate six additional trains to determine if patronage could be attracted; and, that the carrier would pursue diligently negotiations with other carriers for the purpose of terminating its trains at a location where passengers could transfer to trans-Hudson ferries or to PATH services, or both, to reach downtown Manhattan.

The additional trains plus advertising and car improvements increased travel from an average of 212 eastbound passengers to 311; westbound commuters increased from 169 to 211. The combined passenger and freight deficits increased in 1963 to \$440,000 as compared to \$349,000 for the previous year (including \$178,000 out-of-pocket passenger train losses) and the carrier exercised its option contained in the contract and is currently in the process of terminating the experimental service.

Negotiations to extend the passenger trains to Journal Square are progressing and the carrier emphasized that if it is to be able to continue passenger service until such an extension is realized it must conserve its cash. Accordingly, it petitioned

to further decrease its passenger service and hearings to discontinue another round trip were completed on February 25, 1964. It is evident that if this carrier is to serve adequately the passengers in its territory substantially larger State subsidies will be required.

The Reading Railroad continues to operate two feature commuter trains between Philadelphia and Jersey City serving West Trenton, Hopewell and Belle Mead. One other round trip serving additional stations is also operated. Its fully allocated deficits have been substantial but will be considerably reduced this year as a result of authority by Pennsylvania and New Jersey to eliminate several lightly patronized trains that were operated mainly for the "head end" business. The Reading reports that the combined deficit for its system operations were about \$5,000,000 for the 1963 year.

The Pennsylvania-Reading Seashore Lines entered into the Passenger Service Program in 1962 on a special two-year contract. Prior thereto its attempts to end all its passenger service had failed although regulatory agencies had permitted considerable curtailment resulting in a reduction in fully allocated deficits. A recent decision by the Highway Commissioner has further reduced train service and, correspondingly, the amount of the deficit. Losses for 1963 were about \$2.2 million from passenger operations

giving a combined deficit of \$4.5 million for both passenger and freight services. The P-RSL operates entirely in New Jersey. Hearings on a petition filed by the P-RSL to further reduce its passenger services were concluded on February 28, 1964 and a decision is now pending.

Exhibit 2, attached, lists the deficits that have been incurred by the carriers in operating the passenger services in New Jersey and records the total earnings under the contract program since 1960. The last column gives the percentage of the fully allocated deficits that these payments have covered. Exhibit 3 attached summarizes the system results of passenger and freight operations of the major carriers operating passenger service in New Jersey since 1959.

OTHER ACTIVITIES OF THE RAILROAD DIVISION

The Public Utility Commission had under consideration for a number of years a project to eliminate the main line of the former Erie Railroad in the City of Passaic. The tracks paralleled Main Street in Passaic and were at the same level as the street. This condition caused many grade crossings and the consequent friction between the railroad and vehicular traffic resulted in hazard and congestion. To permit removal of the tracks, a section of the Newark Branch of the Erie was elevated and bridges constructed over two streets to make an improved connection between the main line and the Boonton Branch of the former Delaware, Lackawanna and Western Railroad. On April 1, 1963 main line passenger and freight trains were diverted over this improved connection to the Boonton Line and thence over this line to freight and

passenger terminals in Hudson County. Schedules were set at the Boonton Line stations to accommodate the some 1200 passengers diverted from the Main Line. This action was also one of the factors that made feasible the integration of the Greenwood Lake Division and the Boonton Line, a project announced by the Railroad Division in its 1962 Report. Hearings were conducted by the Division in September of 1962 on the integration of the passenger and freight schedules and then by the I.C.C. in December on the abandonment of the Boonton Line from Paterson to Wayne Township in Passaic County. A favorable decision was received from the I.C.C. in April of 1963 and the Highway Department purchased the abandoned right-of-way to be utilized for the construction of Route 80 in that territory which will result in construction savings of approximately \$5,000,000. Out of the proceeds of the land sale to the Highway Department, the Railroad upgraded the Greenwood Lake Division at a cost of \$1,300,000 and the integrated schedules went into effect on October 27, 1963. Performance in the early weeks was not of the quality required for commuter service but after further schedule adjustment and signal changes the operation improved and now appears to be working well.

Also on October 27th (the date of the fall time table change with the end of Daylight Saving Time) there was opened a Park 'N Ride station on the Pennsylvania Railroad at the southwestern edge of

the fully developed part of New Brunswick. This project was carried out under provisions in the Federal Housing Act of 1961 which authorized the Housing and Home Finance Agency to administer mass transportation demonstration projects. \$25 million was appropriated to finance two-thirds of the cost of such projects across the nation. Since the Division of Railroad Transportation had been unsuccessful in its efforts to get its statutes revised to allow it to use part of its funds to match Federal appropriations for demonstration projects, the Park 'N Ride was developed under the aegis of the Tri-State Transportation Committee utilizing the New York Department of Public Works as the contracting agency. New York is initially providing the one-third local share for the project and this amount will be reimbursed to New York under the terms of the Tri-State agreement. Approximately \$50,000 of this will fall due after September 1, 1964 which accounts for this amount being included in the budget request for 1965 for the Tri-State Transportation Committee. The balance of some \$35,000 will be requested the following year. (It is ironic that the mass transit provisions in the Housing Act grew out of legislation prepared by New Jersey's Senator Harrison A. Williams because of the deteriorated condition of rail transit facilities in this State and it appears that New Jersey will be the recipient of only about \$180,000 in such aid. Had there been legislation enabling a State agency to deal directly with HHFA, this State would have been able to take better advantage of the opportunities

the Federal program offers).

The New Brunswick Park 'N Ride carried about 140 commuters per work day in November. In February 1964 patronage had increased to about 170 per day. A survey taken in November indicated that about 75% of the passengers had been diverted from the city center station and emphasized the need for more trains to serve the station particularly in the westbound direction. Effective with the spring time table change certain trains now originating and terminating at other stations will serve the Park 'N Ride with improved frequency and will provide additional express service in the morning and evening rush periods.

In Southern New Jersey the development of a rapid transit system between a number of New Jersey municipalities and the City of Philadelphia has been in process in recent years by the Delaware River Port Authority. The suburban communities were dissatisfied with the proposal and Governor Meyner withheld approval pending an investigation by the Highway Department. As a result of the Railroad Division's analysis the Authority agreed to depress the railroad and transit track in certain areas and concurrence in the plans was then gained. In 1962 another impasse resulted when the City of Camden joined by a civic organization supported by a consultant's report requested that the transit line follow a different route through its City. Concurrently, the City's Master Plan for redevelopment was completed - a feature

of which was major commercial and residential development in areas now occupied by railroad facilities including a multi-track elevated route traversing the center of the City from east to west. Objection to the Highway Department's location for proposed Interstate Route 80-S was also recorded. As a result of further study by the Railroad Division, it was determined that: (1) the existing railroad elevated route complicated construction of Route 80-S to a considerable degree; (2) that the cost of rerouting the railroad services would be far less than the cost involved in underpassing the railroad; (3) that the alignment of the highway could be improved by following the route of the proposed transit line in Camden; (4) that the revised alignment provided better service to the City of Camden; and (5) that the route of the transit line selected by the Port Authority would serve best the City of Camden. The engineering for the transit line is now proceeding rapidly and as in the case of the Boonton Line project the sale of railroad property to the Highway Department (90% of which is reimbursed by the Bureau of Public Roads) will finance construction of other facilities that will permit rerouting of traffic and eliminating the so-called "Chinese wall" in downtown Camden and a large water front freight yard. The Camden redevelopment plan is centered around the use of this property. In summary, it can be said that all parties participated in working out this unusual railroad-highway-redevelopment project and all parties are benefitting.

The plan to route the main line passenger service of the Jersey Central to Newark utilizing Lehigh Valley and Pennsylvania Railroad facilities east of Cranford (the so-called Aldene Plan) and to consolidate the New York and Long Branch service by routing all trains to Newark and New York was scheduled to go under construction in 1963. The litigation that developed over the World Trade Center - H&M project delayed implementing the proposal. Rehabilitation of the H&M, including the acquisition of additional cars must be accomplished in order that passengers with downtown Manhattan destinations (over 70% of the total) can be adequately transported from Newark. The litigation has ended in favor of the legislation and new car orders were placed late in January 1964. Rehabilitation of power, signal and roadbeds will soon be in process. Funds have been appropriated to accomplish the connection at Aldene, revise the signaling on both the Lehigh Valley and Pennsylvania tracks, provide storage facilities east of Newark and to make some improvement in Jersey Central equipment.

There exists, however, five grade crossings of county and municipal streets along the Lehigh Valley section of the route. The Highway Department has been sympathetic with the desire of the municipalities to have these grade crossings eliminated prior to rerouting the passenger trains. Preliminary plans were prepared and it was determined that an additional \$3.1 million would be required to accomplish this based on closing one street showing

only light traffic volumes. Since the only feasible plan for eliminating the crossings on the western section of the Lehigh Valley required the raising of the railroad a maximum of about 1 1/4 feet, the need to accomplish this prior to rerouting the passenger service was emphasized.

The referendum authorizing capital construction financed by bond issues proposed by Governor Hughes that was defeated at the last general election would have provided a source of funds for these grade crossing eliminations. As an alternative, it has been suggested that the \$2,000,000 previously made available to help finance grade crossings on the Kirkwood line of the Camden-Philadelphia transit system be transferred to the Aldene project so that construction can start this summer. Transferring these funds that have been lying dormant since 1960 and 1961 will not affect the progress or completion of the Camden project.

Anticipating that this would be accomplished or that the funds would be otherwise provided the detailed engineering was authorized to proceed early this year on the crossings in Roselle Park and Union. Negotiations are currently in process to work out an acceptable plan to eliminate the one crossing in Hillside. It can be seen then that in addition to the transfer \$1.1 million will be required to eliminate all the grade crossings on the section of the Lehigh Valley Railroad that will be used by the Jersey Central passenger trains.

One other aspect of the Aldene Plan should be mentioned. Since the original announcement of this project, it has been subjected to some criticism from various interests. In addition, alternative proposals were made by a commuter organization, railroad unions and municipalities affected by the proposal. Although these criticisms and suggestions were considered and reconsidered by the Railroad Division the delay resulting from the litigation over the H&M legislation provided an opportunity to reevaluate all proposals that had been made. Accordingly, in January of 1963 a contract was executed with De Leuw, Cather and Company of Newark, New Jersey to make such a summary study and to prepare preliminary plans for eliminating the grade crossings connected with the Aldene Plan so that in making cost comparisons with other schemes total costs would be known. The results of this review which supported unquestionably the Aldene Plan were set forth in a Report dated June 1963. Copies were distributed in July and a few more are available on request.

NEW JERSEY STATE HIGHWAY DEPARTMENT
DIVISION OF RAILROAD TRANSPORTATION

EXPENDITURES TO CARRIERS UNDER THE
RAILROAD PASSENGER SERVICE CONTRACT PROGRAM

Carrier	Fiscal Year				Total
	1960-1961	1961-1962	1962-1963	1963-1964 (est.)	
Erie-Lackawanna	\$1,993,513	\$2,738,076	\$2,408,728	\$2,343,800	\$ 9,484,117
Pennsylvania	1,401,852	2,085,005	1,816,727	1,771,000	7,074,584
Jersey Central	1,104,006	1,546,488	1,404,324	1,443,200	5,498,018
New Jersey & New York	75,904	93,560	101,102	100,800	371,366
Reading	12,096	18,319	17,262	15,650	63,327
Penna.-Rdg. Seashore Lines	-	-	200,980	182,000	382,980
N.Y., Susquehanna & Western	-	-	-	49,300	49,300
Delaware River Ferry	-	85,000	65,000	100,000	250,000
Perth Amboy-Staten Island Ferry Co.	-	-	-	10,000	10,000
	\$4,587,371	\$6,566,448	\$6,014,123	\$6,015,750	\$23,183,692
Reserved for Aldene Plan					3,000,000
Reserved for Grade Crossing Elimination					<u>2,000,000</u>
Total.					\$28,183,692

NEW JERSEY STATE HIGHWAY DEPARTMENT
DIVISION OF RAILROAD TRANSPORTATION

RAILROAD SUBURBAN SERVICE DEFICITS IN COMPARISON
WITH EARNINGS UNDER THE CONTRACT PROGRAM (a)

Carrier	Deficits (e)				Total Deficits While Under Contract	Total Payments (Ex. 1)	% of Deficit Reimb.
	1960 (b)	1961 (b)	1962	1963 (est.)			
Erie-Lackawanna	\$4,051,270	\$3,260,310	\$3,808,459	\$4,000,000	\$15,120,039	\$9,484,117	63%
Pennsylvania (c)	7,483,000	8,223,000	8,768,000	8,000,000	32,474,000	7,074,584	22%
Jersey Central	5,029,345	4,846,918	6,027,893	6,300,000	22,204,156	5,498,018	25%
New Jersey & NY	96,248	116,010	152,417	150,000	514,675	371,366	72%
Reading	173,818	234,384	354,509	275,000	1,007,711	63,327	6%
P-RSL	(d)	(d)	2,509,802	2,200,000	4,709,802	382,980	8%
NYS&W	(d)	(d)	(d)	201,000	201,000	49,300	25%
Delaware River Ferry	(d)	(d)	230,000	120,000	350,000	250,000	71%
TOTAL	\$16,833,681	\$16,680,722	\$21,851,080	\$21,246,000			

(a) Deficits computed on a fully allocated basis in accordance with accounting practices prescribed by the I.C.C., as modified by formulas developed by Railroad Division to reflect only operations within New Jersey.

(b) Excludes revenues and expenses attributable to mail, express and baggage.

(c) Excludes revenues and expenses from long distance services.

(d) No contract negotiated for this year.

(e) Before application of State contract earnings.

NEW JERSEY STATE HIGHWAY DEPARTMENT
DIVISION OF RAILROAD TRANSPORTATION

NEW JERSEY MAJOR PASSENGER CARRYING RAILROADS

SYSTEM FINANCIAL RESULTS - 1959-1963

Carrier	Year	Freight Income	Passenger Income	Other Income (a)	Net Income
Erie-Lackawanna	1959 (b)	\$ 13,707,504	(\$ 14,000,907)	(\$ 9,726,367)	(\$ 10,019,770)
	1960 (b)	1,797,346	(11,782,416)	(10,005,544)	(19,995,614)
	1961	(6,541,746)	(10,735,070)	(9,211,943)	(26,488,759)
	1962	71,834	(9,523,953)	(7,155,950)	(16,608,069)
	1963	NA	NA	NA	(17,115,272)
Pennsylvania	1959	67,641,227	(37,673,049)	(22,701,043)	7,267,135
	1960	35,344,804	(30,877,601)	(12,286,315)	(7,819,112)
	1961	47,380,400	(29,486,250)	(14,378,564)	3,515,586
	1962	55,590,840	(37,897,431)	(20,903,294)	(3,209,885)
	1963	NA	NA	NA	9,158,870
Jersey Central	1959	6,705,992	(6,363,152)	(3,215,098)	(2,872,258)
	1960	4,245,388	(5,688,967)	(2,742,728)	(4,186,307)
	1961	855,183	(4,953,753)	(3,043,354)	(7,141,924)
	1962	1,594,472	(5,151,652)	(3,853,126)	(7,410,306)
	1963	2,164,833	(5,008,365)	(3,254,701)	(6,098,233)
Penna.-Rdg. Seashore Lines	1959	(2,292,261)	(3,079,814)	(903,252)	(6,275,327)
	1960	(2,648,083)	(2,889,264)	(916,799)	(6,454,146)
	1961	(2,908,804)	(2,409,763)	(1,039,203)	(6,357,770)
	1962	(2,329,278)	(2,399,062)	(893,748)	(5,622,088)
	1963	NA	NA	NA	NA
Reading	1959	14,758,674	(7,073,294)	(5,837,805)	1,847,575
	1960	12,398,044	(5,968,734)	(5,274,406)	1,154,904
	1961	4,757,958	(6,071,050)	(4,944,021)	(6,257,113)
	1962	6,947,460	(5,805,313)	(6,058,705)	(4,916,558)
	1963	NA	(5,759,885)	NA	(6,485,663)

(a) Includes dividend, interest and miscellaneous income, also rents for leased road, interest on debt and other miscellaneous expenses.

(b) Figures for 1959 and to October 16, 1960 are combined for separate companies.

NOTE: New Jersey contract payments are included in passenger operations and net income 1960 through 1963 except P-RSL for 1962 and 1963 only. PSIC and SEPACT assistance are in PRR and Reading figures.

STATEMENT ON HIGHWAYS

by

Commissioner Dwight R. G. Palmer
New Jersey State Highway Department

before

Joint Senate and Assembly Highways Committee
March 26, 1964

Mr. Chairman, Members of the Committee:

The New Jersey State Highway Department welcomes this opportunity to present its views on the questions raised by Assembly Concurrent Resolutions 6 and 9. We feel particularly honored by the Committee's decision to conduct this hearing at the Highway Department offices, where so much activity of importance to the economic future of our State takes place, and hope you will take the opportunity to inspect any of our facilities which may be of interest to you.

The creation of this Joint Committee underscores Legislative recognition of the fact that New Jersey's highways are the State's prime transportation asset. Our State, already the most urbanized in the nation, is growing at a tremendous rate. Our highways, already carrying the heaviest traffic volumes in the country and perhaps the world, face even more tremendous demands from commerce and industry as well as private citizens.

It is evident that the State Government's responsibility for the safe, swift and convenient movement of people and goods must be a paramount consideration for the Legislative as well as the Executive branches of Government. Concerted action must be taken to expand and improve our highway transportation network, and to get our existing commuter

railroads back on their feet. Otherwise, the congestion and hazard already existing at several locations will become intolerable and the entire economy of New Jersey will stagnate and wither away.

Before addressing myself to the various points enumerated in the Concurrent Resolutions which are the subject of the Committee's deliberations, I would like to first present the Committee, through the Chairman, with various operating procedures, publications and reports regarding the State Highway Department's activities. It would be greatly appreciated if all these could be made a part of the Committee's record. Copies will be delivered to any Member of the Committee who desires to have them, however, as you can see the package is rather bulky and we felt perhaps the individual Members would rather not have to carry it around today.

Assembly Concurrent Resolution 9 lists six areas to be considered and, with the Committee's permission, I will deal with them in order:

"(1) The capital requirements which must be provided for New Jersey to meet in full, at the times required, the matching funds for Federal aid highway projects under the Interstate Highway System (90-10) and the primary urban highway systems programs (50-50)."

The National System of Interstate and Defense Highways was first authorized in 1944, and the first three routes in New Jersey were designated in 1947. (Routes U. S. 1, 22 and 46)

No special funds were made available, however, until passage of the 1952 Federal Highway Act, which made approximately \$327,000 available

for each of the fiscal years 1954 and 1955 on a 50-50 matching basis. The 1954 Federal Highway Act made approximately \$3,750,000 available for each of the fiscal years 1956 and 1957 on a 60-40 matching basis. The 1954 Act also authorized a highway needs study which provided much of the initial fiscal information used in developing the 90-10 program first authorized in the 1956 Federal Highway Act.

This Act was a milestone in the history of highway construction in the United States. It authorized completion of a 41,000-mile system over a 13-year period (1957-1969). The Federal share of the cost (90 percent) was to be \$25.4 billion.

The initial apportionments under the 1956 Act, covering the fiscal years 1957, 1958 and 1959, were made on a formula basis. However, the Act required all of the States to complete an estimate of the cost of completing the Interstate System and submit it in 1957.

This estimate indicated the System would cost in excess of the original figure and it also became apparent about that time that revenues accruing to the Highway Trust Fund were not keeping pace with disbursements. As a result, the Bureau of Public Roads shortly instituted "reimbursement controls" which limited the amount of money any State could recover during the successive quarters of a fiscal year despite the prior release of the total annual apportionment.

The 1958 Federal Highway Act changed the method of apportionment so that it was based on the relationship of each State's cost estimate to the overall requirement. It also set up the apportionments for the fiscal years 1960 and 1961 but, due to the increased cost and the financial condition of the Highway Trust Fund, the apportionment for

1961 showed a sharp drop from the previous year.

Both of these apportionments, incidentally, were released approximately nine months before the State of New Jersey provided the necessary matching funds in its own annual Appropriations Bill. For example, the apportionment for 1959-60 was released August 1, 1958, but not matched until July 1, 1959. However, due to the reimbursement controls mentioned above, the Highway Department was not too seriously concerned at that time regarding the delay. But it should be noted that all of those States with sufficient revenues of their own to proceed without anxiety over the timing of Federal reimbursement were able to make faster progress.

A second nationwide cost estimate was prepared in 1960 and formed the basis of the 1961 Federal Highway Act. This Act increased the total authorized cost of the Interstate System to an estimated \$41 billion dollars and provided for completion in 1972. At the same time, the Highway Trust Fund began to build up to the point where there seemed no cause for concern over its ability to finance the program.

It was at this time that the Bureau of Public Roads, recognizing the pressure upon the States to complete the system on schedule, began to accelerate the release of apportionments. And it was at this time that the New Jersey State Highway Department, because of its inability to proceed with its own funds in advance of the apportionments, or even to match them in accordance with the Federal schedule, began to lose ground when compared with more affluent States.

The 1961-62 apportionment was released December 30, 1960, and not matched until July 1, 1961 -- six months later. The 1962-63 apportionment was released October 10, 1961 and not matched until July 1, 1962 -- eight months later. The 1963-64 apportionment was released November 28, 1962 and not matched until July 1, 1963 -- seven months later. The 1964-65 apportionment was released July 8, 1963 and would not have been matched until July 1, 1964 -- one year later -- in the normal course of events.

As it happened, the Highway Department sacrificed its usual program of non-Federal work in order to match this Interstate apportionment on schedule, since any further delay would have been ruinous.

Up to date, therefore, a total of \$515 million in 90-10 Interstate funds has been apportioned to New Jersey for the nine fiscal years 1957 through 1965 and has been fully matched with the exception of approximately one million dollars in one-and-a-half per cent planning funds which will be matched in the 1964-65 Appropriations Bill and form part of the operating budget of our Bureau of Planning and Traffic for next year. However, as aforementioned, the 1964-65 apportionment of \$69.8 million was matched only at a sacrifice of much-needed non-Federal work. We understand that this will not be made up in the Appropriations Bill for next year, which is deplorable.

A new cost estimate is now in process and will form the basis of the Federal Highway Act of 1965 and Interstate apportionments for succeeding years. It should be noted that this estimate will be based on traffic loads expected 20 years from the anticipated date of construction,

instead of the year 1975 as was required under the prior estimates, and therefore some increase in cost can be expected. That information will not be available for several months and so the most accurate figures at present are those derived from the 1960 estimate.

These indicate the Interstate apportionments to New Jersey will be approximately \$458 million dollars for the fiscal years 1966 through 1971. It may be expected that the next apportionment will be released this summer. It is also reasonable to assume that the schedule will be accelerated again so that the six apportionments still due may be released in a five-year period.

In view of the ruling that no vouchers from the States may be honored after October 1972, this would be a natural approach for the Bureau of Public Roads to take, so that all States would be in a position to start final construction at least two years before the deadline.

On this basis, New Jersey should plan on providing a minimum of \$51 million in the next five years, beginning July 1, 1964 in order to match the Federal 90-10 funds on what appears to be a reasonable schedule. It should be emphasized that matching monies must be available when Federal apportionments are released. Any further financial lag would be disastrous.

The Bureau of Public Roads has very stringent standards for its participation in highway projects, and it is the rule rather than the exception for some costs on each project to be non-participating -- for the account of the State alone. For this reason, it is desirable to over-match by

at least \$1 million a year to avoid further depleting the funds available for normal non-Federal work.

The 50-50 program of Federal participation in Primary and Urban projects began many years ago and has grown steadily in size and scope. The States have argued for a nationwide authorization of \$1 billion a year, and it is expected that the funds provided by the 1964 Federal Highway Act will reach this level.

The money is divided among the States on a formula basis, rather than any estimate of the cost of needed projects, and therefore New Jersey's share has not shown much fluctuation. It presently runs a little less than \$17 million a year. Therefore, slightly less than \$102 million can be expected in the next six apportionments and New Jersey must be prepared to put up the same amount. Again, it is suggested that the need may arrive within a five-year period.

The total Federal aid anticipated through the end of the present Interstate program thus amounts to about \$560 million and the State's matching share amounts to about \$153 million. (Complete tables of past, present and anticipated Federal Aid are attached to this statement)

No one knows what will happen after 1972, but there are many who say the Federal Aid program will be continued and even perhaps expanded to include maintenance costs. A study is to be made of nationwide highway needs after 1972 which probably will form the basis of any future program.

While the statement in Concurrent Resolution 9 pertained only to Federal aid, it is obvious from the foregoing that all of the aid which can be

reasonably expected, plus the State matching funds, will not enable the New Jersey Highway Department to complete its Master Plan by 1975. Some discussion of added funds seems required.

The present appropriation for Highway Construction amounts to about \$42 million of which \$6 million is for the operating costs of certain Divisions and \$36 million is for construction itself. The \$36 million normally breaks down into about \$24 million for Federal aid projects and \$12 million for non-Federal projects. This \$12 million was drastically reduced last year in order to fully match the Interstate apportionments on schedule, as described above, and the same procedure will be required this year unless the appropriation recommended in the Budget is increased by about \$6 million. There is presently apportioned to New Jersey that amount or 50-50 funds still unmatched.

Even if we assumed that the past level of \$12 million a year for non-Federal projects were maintained, we would still fall far short of the goal in 1975 -- by about \$1 billion. Most of this "deficit" would represent unbuilt freeways which are not on the Interstate System. Some years ago, recognizing that this situation was developing, we stated that the Highway Department required an additional \$60 million a year to complete the Master Plan on schedule. Now, it would appear much larger increments are required.

If additional funds are provided, we would recommend that it be on a gradually increasing basis, beginning with about \$30 million a year for construction. This would provide an additional \$20 million a year for construction of these badly-needed non-interstate freeways and \$10 million a year for advance purchase of right-of-way. Every dollar spent in this fashion now could eventually save \$5.

In our discussion of Federal aid matching requirements, some may wonder at the confusion inherent in a situation where the "1964-65 apportionment" is matched in 1963-64, and where we look to the 1964-65

Appropriations Bill to match the "1965-66 apportionment" expected this summer. The funds provided by the 1964-65 apportionment which the Highway Department matched without going to the Legislature for an additional appropriation will not be reimbursable until July 1.

When then, did they need to be matched?

That leads into the next area mentioned in Concurrent Resolution 9:

"(2) The feasibility of legislative authorization, for planning purposes, of establishing priority of projects for a multi-year State highway program, including grade crossing elimination."

We understand that the national average for completing reasonably long segments of new highways is about seven years. In New Jersey, we have been running about five years from the time funds are first allocated in a Construction Program to the time traffic begins to roll on a completed highway. This varies, of course, depending on the area in which the new project is located and the feeling of the local officials. In urban areas, as you know, opposition to some projects has stalled them for years.

In any event, it is absolutely impossible to start a project from scratch and complete it within one fiscal year. The best that can be done, even if you are starting out with an approved alignment, is to be ready to start construction near the end of the second year. Design of a major project, after the studies are made, the public hearing held,

and the alignment approved, requires a minimum of eight to ten months, and right-of-way acquisition in an urban area may require eight months or longer. The construction itself requires at least two full working seasons in the case of most new highways.

So it can be readily understood that it is unrealistic to expect a Highway Department to wind up any fiscal year with all available funds obligated. For one thing, this would produce very undesirable fluctuations in the volume of construction. Some work must be in the planning stage, some in the design stage, some in process of right-of-way acquisition, and some under construction at all times.

Because of the lead time requirements, the sooner the engineers can get to work on a new project the better. Early authorization is the key. For this reason, it was and is essential to match the Federal apportionments as soon as they are released so that projects can be incorporated in a construction program and the necessary engineering work started, even though the funds may not be obligated for several months and in some cases a full year, when they are reimbursable anyway.

The Highway Department's plan, in matching the 1964-65 apportionment last year, was to have projects ready for obligation of those funds this summer. We gained a year in the engineering stage which could have been obtained in no other way.

If certain obstacles now retarding progress on some urban sections of New Jersey's Interstate Routes are removed, the Highway Department expects to wind up 1964-65 with all Federal aid funds reimbursable during that year fully obligated, and ready to obligate during the first three months of 1965-66 all of the Federal aid funds reimbursable during that entire fiscal year. At that point, the Department will

have made up the financial lag previously described.

As far as Legislative determination of priorities among projects is concerned, this should be done in very general terms if at all. As will be described later, priorities sometimes shift for unforeseen reasons and, in any event, they should be based on purely planning and engineering considerations and should not become involved in any way with other influences. However, it would seem highly desirable for the Legislature to authorize multi-year programs in terms of money, even if the cash were only forthcoming on a yearly basis. This is the pattern on the Federal level. For example, it would ease the Highway Department's planners considerably if the Department were given Legislative sanction for the expenditure of an estimated \$510 million over the seven years starting July 1, 1965 for completion of the Interstate System. (Federal and State funds combined)

Grade crossing elimination presently is the responsibility of two State agencies. If a highway-rail grade crossing is on a County or municipal road, it is the responsibility of the Public Utility Commission. If it is on a State highway, then it is the responsibility of the Highway Department. Most such crossings in New Jersey are on local roads. Removal of hazardous crossings on State highways is a normal function and some work of this sort is accomplished almost every year.

It is suggested, however, that the funds made available to the Public Utility Commission should be substantially increased, as they have a backlog of projects awaiting attention.

At this point, we wish to thank the Members of the Committee for bearing with such a lengthy discussion of the Department's fiscal affairs, however, money still remains the magic "missing ingredient" of our transportation recipe. The kind of construction required in New Jersey is expensive -- for that the staff of the Highway Department is as regretful as other taxpayers. However, perhaps the answer to the next point raised by Concurrent Resolution 9 will be a bit "easier to take."

"(3) The capital requirements necessary to implement interstate agreements involving transportation facilities."

The Highway Department is directly involved in interstate agreements involving transportation planning, which includes studies of new interstate transportation facilities in some instances. However, the capital funds required for this planning work are provided each year through use of one and one-half per cent of the Federal apportionments plus the State matching funds. This money cannot be used for any other purpose, is provided as a matter of routine, and does not represent any unusual or added drain upon the State treasury.

No interstate agreement now in force or pending obligates the Highway Department to participate in the cost of an interstate transportation facility. All presently planned facilities are either included in the Interstate System cost estimate or assigned to one of the Interstate Authorities which operate on the basis of toll revenues. Should future planning develop a need not now foreseen, it would appear that this also could be assigned to agencies such as the Port of New York Authority and Delaware River Port Authority and others.

The next question raised by Concurrent Resolution 9 is of vital concern to New Jersey's local governments:

"(4) The means of providing State aid to counties and municipalities for highway purposes and the adequacy of present policies and procedures related thereto."

New Jersey was the first State in the nation to provide road aid to its local governmental units in 1891. Since then, the program has grown to a yearly level of approximately \$16 million. It has remained at this level for many years and the Highway Department has often advocated an increase in the funds made available to the Counties and Municipalities.

The Highway Department understands bills are to be introduced in the Legislature to increase both programs, and as much on a needs basis as the present formulae permit.

As we see it, the new Interstate routes and the regular State highways, along with the Turnpike and the Garden State Parkway, constitute a system of major routes which must be supported by distribution and feeder systems. This latter role is presently assigned to the County and Municipal road networks which amount to some 6,700 miles and 23,000 miles respectively.

In order that the people of the State of New Jersey may enjoy the greatest benefits from their transportation resources, all of these systems must be viewed as a whole. The time has passed when we can

propose the construction of Interstate or any other highways without giving due consideration to their impact upon the local systems.

The same is true of the respective Authorities.

For all of these reasons, the Highway Department again endorses increases in the amounts of State funds made available for local road building purposes on a needs basis.

The next point raised by Concurrent Resolution 9 was:

"(5) The requirements and administrative organization and responsibility for co-ordinated transportation planning including rapid transit and other railroad operations, including consolidation and integration of facilities."

The material previously submitted to the Chairman of the Committee includes a complete report on the activities and interests of the Highway Department's Division of Railroad Transportation. The Division's staff is present to answer any particular questions which members of the Committee might have at the end of this statement.

The New Jersey State Highway Department has for the past several years endorsed the principle of balanced transportation. All means of transportation facilities available to the people of New Jersey must work in harmony, as a team and not competitively. This principle brings us to the final point raised by Concurrent Resolution 9:

"(6) The authority and organization of the State Highway Department to implement transportation projects with efficiency and expedition."

The State Highway Department has sufficient legal authority to carry out the missions presently assigned to it by the Legislature and the Chief Executive. Our primary job is to locate, design, build and maintain highways. That has always been considered a Highway Department responsibility and the existing statutes and court decisions clearly define it as such.

We also have sufficient authority to carry out our present mass transit duties, but in this area we feel these responsibilities should include participation in capital construction projects in certain instances. This situation is discussed in the material presented to the Chairman.

As far as the organization of the State Highway Department is concerned, the main thing lacking at present is manpower. The \$6 million in State funds presently allocated to the operating cost of our engineering and right-of-way groups, as mentioned previously, is inadequate. An added \$2 million in Federal funds is currently added to the State appropriation, providing a total of \$8 million. We feel, as outlined in the budget analysis presented to the Appropriations Committee last week and to this Committee today, that it should be at least in the neighborhood of \$11 million.

None of this includes added funds for normal maintenance, the cost of which has been increasing steadily, but here again we have presented the Committee with the full story in written form.

When arrangements were made for today's meeting, it was specifically requested that we provide "the priority of each and every project set

forth in the Master Plan; the proposed starting and completion date of each project; and the specific funds required for each project and when said funds should be made available."

At present it is possible to comply with this request only to a degree. The material presented to the Committee includes a complete schedule for completion of the Interstate System, with all of the information requested. This accounts for about a fourth of the Master Plan projects which still remain to be done. It was possible to produce this schedule only because the Interstate System has been authorized on the Federal level for so many years and so many preliminary estimates and other studies have been performed that we are reasonably certain of the location and cost of the various routes.

Also, because the Federal Government is paying for the dinner and we are only supplying the "tip", if you will, we have been reasonably certain the necessary funds would be forthcoming within a definite period. Given assurance of cost, general location, and funds, it was not too difficult to come up with a detailed schedule which, incidentally, was developed according to the modern "critical path" method.

While we do have approximate cost estimates for the remaining projects in the Master Plan, as outlined in the report presented to the Committee, funds have not been available to develop detailed estimates or alignments for a majority of the projects. Furthermore, the cost far exceeds the funds available, which we have no guarantee of receiving in the first place. Therefore, starting and completion dates can only be determined

after a project is placed on an approved annual construction program and funds provided for at least a start on the work. Such dates are available for all presently authorized projects within the limits of the funds currently allocated, however those projects considered in an authorized status were deleted from the latest revision of the Master Plan.

Certain natural priorities do present themselves. Once we have started work on a new freeway, it is generally the policy to keep after it until it is completed. Attached to this statement is a list of non-interstate freeways on which work of one kind or another is under way, showing the extent to which it has progressed. The total funds still needed to complete these 14 routes is in excess of \$445 million. If all of the present level of non-Federal appropriations are continued, it would take the Highway Department more than 10 years to complete just these projects, without any improvement of the existing highway system whatsoever.

Since substantial work must be done each year to improve existing overburdened routes and to eliminate hazardous conditions, it will take much longer than 10 years to complete the 14 freeways listed unless added funds are provided. In the meantime, those which have advanced the furthest up until now are in a position to reach completion the quickest. That is the only order of priority which can be established under our present financial restrictions. The priority of improvements to existing routes also depends on available funds.

In short, no definite priority for construction of highway projects over a period of years can be established without knowledge of the funds to be available during those years. The need is too acute for us to postpone projects until we are forced to do so by fiscal limitations, and so this decision is presently made annually. This is a major drawback of the present system of highway construction budgeting.

That concludes our formal presentation with respect to Assembly Concurrent Resolution 9, Mr. Chairman. The Highway Department staff is present and we are not only willing but anxious to answer any questions on these points which you or Members of this Committee might have.

In closing, allow me to say just a brief word with respect to the question raised by Assembly Concurrent Resolution 6, which deals with the possible consolidation of the New Jersey Highway Authority and the New Jersey Turnpike Authority.

As you know, these agencies presently operate independently of the Highway Department, and the only knowledge we have of their internal operations, overhead, etc. has been gained by personal contact over the years, not through any supervision exercised by the Department. For this reason, concrete factual information of the sort required to make the decision contemplated by the Resolution would have to be obtained by us on the basis of a survey and we presently have no authority to make one.

Mr. Chairman, again allow me to express on behalf of the Department our great appreciation that the Members of this Committee have seen fit to visit us and permit us to express our views on the State's transportation needs.

Thank you.

ESTIMATED FEDERAL APPORTIONMENTS WITH STATE MATCHING FUNDS

	<u>Federal Inter. Apport.</u>	<u>State Matching Interstate</u>	<u>Federal Apport. 50-50</u>	<u>State Matching</u>	<u>T o t a l</u>	
1966 Primary			6,371,060	6,371,060	12,742,120	
Urban			10,621,008	10,621,008	21,242,016	
Interstate	72,996,000	8,110,667			<u>81,106,667</u>	115,090,803
1967 Primary			6,371,060	6,371,060	12,742,120	
Urban			10,621,008	10,621,008	21,242,016	
Interstate	75,603,000	8,400,333			<u>84,003,333</u>	117,987,469
1968 Primary			6,371,060	6,371,060	12,742,120	
Urban			10,621,008	10,621,008	21,242,016	
Interstate	78,210,000	8,690,000			<u>86,900,000</u>	120,884,136
1969 Primary			6,371,060	6,371,060	12,742,120	
Urban			10,621,008	10,621,008	21,242,016	
Interstate	78,210,000	8,690,000			<u>86,900,000</u>	120,884,136
1970 Primary			6,371,060	6,371,060	12,742,120	
Urban			10,621,008	10,621,008	21,242,016	
Interstate	78,210,000	8,690,000			<u>86,900,000</u>	120,884,136
1971 Primary			6,371,060	6,371,060	12,742,120	
Urban			10,621,008	10,621,008	21,242,016	
Interstate	75,211,950	8,356,883			<u>83,568,833</u>	117,552,969
 T o t a l	 <u>\$458,440,950</u>	 <u>\$50,937,883</u>	 <u>\$101,952,408</u>	 <u>\$101,952,408</u>	 <u>\$ 713,283,649</u>	

NON-INTERSTATE FREEWAYS
STATUS

ROUTE	COUNTY	FUNDS REQUIRED	PLANNED	STUDY	PUBLIC HEARING	DESIGN	R.O.W.	CONSTRUCTION
18 Freeway	Somerset-Middlesex	\$13,200,000	X	X				
18 Freeway	Monmouth	21,000,000	X	X	X			
20 Freeway (Paterson Peri- pheral) (Not legislated as Fwy.)	Passaic	36,500,000	X	X	X	X	X	Soon
21 Freeway (A)	Passaic-Bergen	34,000,000	X	X	X	X		
24 Freeway	Union-Morris-Hunterdon-Warren	108,000,000	X	X	X	X	X	Soon
29 Freeway (B)	Mercer	17,000,000	X	X	X	X	X	X
35 Freeway	Monmouth	20,000,000	X	X	X	X	X	
55 Freeway	Cumberland-Cape May	66,000,000	X	X	X	X		
75 Freeway	Essex	30,000,000	X	X	X			
76 Freeway	Union	10,000,000	X	X				
92 Freeway	Middlesex-Somerset-Mercer	9,500,000	X	X	X			
322 Freeway	Gloucester	40,000,000	X					
440 Freeway	Middlesex	22,000,000	X	X	X	Soon		
440 Freeway	Hudson	<u>18,750,000</u>	X	X				
TOTAL		\$445,950,000						

(A) Open to traffic from Newark to Route 3-Clifton.

(B) Open to traffic in Trenton from Willow Street to Aberfeldy Drive.

NOTE: Status categories are for portions of proposed routes - not necessarily for the entire route.

Statement
of
Dwight R. G. Palmer
New Jersey State Highway Commissioner

Before

Assembly Committee on Highways, Transportation
and Public Utilities - Assemblyman Wm. T. Hiering, Chairman

at

Hearing on Assembly No. 557

March 31, 1964 - 3 p.m.
Mountain High School - West Orange N.J.

I am Dwight R. G. Palmer, Commissioner of Highways, State of New Jersey and I assure you it is a privilege, Mr. Chairman and your associate Assemblymen, to present the following facts regarding Interstate Route 280 in the West Orange area.

Five years ago today the New Jersey State Highway Department conducted a public hearing on the alignment of this highway through Newark and the Oranges. At this hearing, the Department presented the alignment which exhaustive studies had indicated would be the best, also certain localized alternatives. One of these would have provided for a tunnel in the vicinity of First Mountain, West Orange, which is the subject of today's hearing.

As was announced well in advance, the hearing was open to all and a special effort was made to see that everyone had an opportunity to speak. The record shows that the various representatives of West Orange occupied 2½ hours of a 13-hour hearing. To be exact they covered some 54 pages of a total of 77 pages of the evening session recording.

Since then, five years have been used up in developing the financial wherewithal to depress the major portion of the Essex East-West Freeway, in its design, its acquisition of right-of-way and numerous time-consuming studies devoted to the continued requests of officials of West Orange for the tunnel alternate.

No one denies that Essex County has long since badly needed the Essex East-West Freeway. When this 30-years hoped for dream becomes a reality it will only be on the basis that this highway has had to "fight for its life" every foot of the way. It took years to persuade the Federal Bureau of Roads that it should be classified as an Interstate Route eligible for 90-10 aid. It took years to develop the alignment and still more years to find a way of paying for the additional cost of a depressed freeway. Inquiry has been made as to how much longer the citizens of all Essex County and the State must wait for this modern transportation facility.

It is interesting to note that in late December, 1957 - 15 months before the public hearing - the Department described the preliminary alignment of the route as "curving southeasterly along the most southerly portion of Llewellyn Park crossing Mount Pleasant west of its intersection with Main Street."

This afforded early notice to West Orange of the line the Highway Department was considering. During all of these years, West Orange has made studies of its own in an effort to substantiate the virtues of a tunnel and also obtained studies by Federal agencies. All of these

have been reviewed by our engineers. Even after the Highway Department and the Bureau of Public Roads were satisfied that a tunnel was not feasible, the Department at the request of the Chief Executive of our State, agreed to one more final review by an independent firm of Consulting Engineers of international repute. This final review confirmed the Highway Department's own findings, previously confirmed by the Federal Bureau of Roads, and, with respect to the question of safety among other aspects, pointed out that the economic impossibility of providing shoulders in a tunnel might well result in increased hazard for lack of room to sidetrack disabled vehicles. All of these studies have consumed substantial sums of the taxpayers money, as well as incurring increasing delays in getting this much needed project under way.

Careful and time-consuming consideration has been given to the views expressed by the Mayor of West Orange and his advisors. It is imperative to give consideration to the pressing needs of Essex County and the entire State for the relief from congestion and hazard on existing roads which the East-West Freeway will provide.

Also, the Highway Department presently estimates an expenditure far greater than any foreseeable available funds will be required during the next decade for the New Jersey State Highway System to accommodate 1975 traffic demands. The projects included in the Highway Department's Master Plan include many for which there is a crying need today in every County of our State, but for which sufficient funds have not been available.

In the light of these facts, under no circumstances could the New Jersey State Highway Department recommend to the Federal Bureau of Roads an expenditure of \$13 million or more for the tunnel proposed by West Orange even if there were a source for such funds, which there is not. Plain common sense tells us that the money could be used to greater advantage elsewhere.

In proceeding with the design and construction of Interstate Route 280 on the basis of an open cut, the Highway Department plans to maintain its policy of doing everything possible within the limits of sound engineering to preserve and enhance the aesthetic values of the locality. Bridged connections will be provided for those portions of the residential area which might otherwise be separated.

In conclusion I wish to point out that this project is long over-due. Every facet has been analyzed and we are unqualifiedly satisfied that the conclusions of our Department's engineers and those of the Federal Bureau of Roads selecting an open cut are the best for all parties at interest with due weight given to all the evidence.

In making my determination I used my independent judgment in deciding whether or not the tunnel or open cut method of construction should be used. I was guided, but not controlled, by the reports of the technical advisors which I have mentioned above.

STATEMENT BY J. R. SCHUYLER, STATE HIGHWAY ENGINEER
REGARDING ASSEMBLY BILL NO. 557 BEFORE ASSEMBLY
COMMITTEE ON HIGHWAYS, TRANSPORTATION AND
PUBLIC UTILITIES

ASSEMBLYMAN WILLIAM T. HIERING, CHAIRMAN

MOUNTAIN HIGH SCHOOL, WEST ORANGE, N. J.

March 31, 1964 - 3:00 P. M.

Assembly Bill No. 557 has been generated as the result of a large public project and local considerations related thereto. The basic issue can be defined as "To what extent shall the desires of the people surrounding or adjacent to a public project such as the construction of a highway be satisfied by those vested with the authority of administering all matters and things incident to the acquisition, improvement, betterment, construction, reconstruction, maintenance and repair of State Highways?"

The basic issue has manifest itself in the terms of whether an "open cut" as proposed by the State Highway Department and approved by the Bureau of Public Roads, Department of Commerce, U. S. Government, who are participating in the cost of construction of said highway, or a "tunnel" as advocated by the officials, some civic groups and some citizens of West Orange, should be constructed.

Considerable investigations, studies, analysis, correspondence, memoranda of record, reports, testimony and opinions have been recorded by our Department and citizens and engineers representing West Orange. As State Highway Engineer, being vested with the responsibility of being principal advisor to the State Highway Commissioner on all technical and engineering aspects related to highway design, construction, maintenance

and operation, and also being vested with the authority of being one of the principal administrative officials of the Department, it is considered to be one of my prime functions to be familiar with all viewpoints surrounding any of the issues related to our projects. The viewpoint of West Orange, through their reports, correspondence and testimony has been extensively reviewed and fully evaluated by me since February 25, 1963.

West Orange has never subscribed to the premise that fully acceptable criteria of highway engineers is the primary basis for justifying a route location. To these accepted criteria West Orange has by means of studies and reports added the social, economic, aesthetic, safety, noise and weather considerations (which have also been considered by our engineers) in an attempt to evaluate and justify their contention that the construction of a tunnel is in the best interest of West Orange and Route 280 between Newark and the West Orange-Livingston boundary.

The State Highway Department accepts the sincere efforts of those who have worked in behalf of West Orange, and as a matter of fact, utilized the figures on the cost of a tunnel supplied by their consultants to avoid controversy on the subject and to evaluate the merits of the two alignments. These figures were accepted until we were directed to have further evaluations made of the two alignments.

Each of the features which were involved in these two routes comes equipped with a price tag. The cost of any facility relative to the benefits to the users of that facility are of primary importance to the State Highway Department and to the Bureau of Public Roads in their approval of a State Highway Department recommendation.

The route which has been recommended by the State Highway Department on the basis of the Edwards and Kelcey studies will cost 24.8 million dollars to build within the town lines of West Orange. This cost is made up of 5 million dollars in right-of-way costs and 19.8 million dollars in construction costs. The tunnel route within the same geographic limits will cost 37.4 million dollars, of which 4.9 million is for right-of way and 32.5 million is for construction. Of the 32.5 million construction cost, 17.3 million represents the cost of the tunnel as estimated by the town of West Orange. The difference between the cost of the highway department route and the cost of the tunnel route is 12.6 million dollars.

On a subsequent study made for the Highway Department by Sverdrup and Parcel within the reach between Northfield Avenue and Pleasant Valley Way, where there is the greatest difference between the West Orange proposal and the State Highway Department's, the "open cut" route is estimated to cost 20.2 million dollars, of which 15.8 million represents construction and 4.4 million is right-of-way costs. Within the same reach for the "tunnel" route, 32.8 million represents construction cost and 4.3 million represents the cost of right-of-way. If these were the only statistics available, it would be apparent that the open cut route is the one that should be built. However, further analysis proved even more positively that the open route should be constructed.

Another basis for comparison of alternate routes is total annual cost, including interest and amortization of construction and right-of-way costs

plus an annual charge for maintenance of the highway. For purposes of estimating the annual maintenance costs, the Department initially utilized the number furnished by West Orange for tunnel maintenance, namely \$102,000; for maintenance of the remaining portion of the tunnel alignment and for all of the State Highway Department proposed alignment we have utilized State Highway Department figures, based on our experience. In summary, the total annual highway cost of the state route will be \$1.43 million, and the total annual cost of the tunnel alternate will be \$2.26 million. Here again, the State Highway Department route is more economical. In the subsequent Sverdrup and Parcel study for a shorter distance, as previously noted, and utilizing maintenance figures developed by our consultant, the annual highway cost for the "open cut" route was 1.23 million dollars, and for the "tunnel" route 2.20 million dollars.

In March 1963 the Department received a copy of the study by Charles A. Maguire & Associates and Elson T. Killam Associates pertaining to the proposed East-West Freeway Tunnel, West Orange, New Jersey, as a Civil Defense Public Shelter Facility. On July 9, 1963, the Town was notified that the Department of Defense, U. S. Government, had denied the proposal for a combined tunnel and shelter as part of the projected East-West Freeway.

In August 1963 the Department further received a Study of Selected Safety Elements Involved in the Proposed East-West Freeway, prepared by Citizens for Survival, West Orange. This report was reviewed, inasmuch as it contained weather data prepared by the National Weather Forecasting Corporation, Newark, N. J., a summary of traffic accidents in West Orange

for a five year period, and records from the log of the Fire Department, West Orange. In this report special emphasis was placed on fog prevailing on First Mountain, in view of a sensational fog accident which occurred on the New Jersey Turnpike in May of 1963.

In this report it was estimated from cloud ceilings recorded at Newark Airport there "would be about 442 hours a year when the crest of First Mountain would be obscured by low clouds and the visibility would be reduced to about 1/4 mile or less. The report further stated 1/4 mile visibility does not seriously hamper highway travel, and further noted, without giving any statistics as to frequency of occurrence that travel is slowed when visibility is lowered to 1/16 of a mile. In addition, the report further stated that infrequent conditions develop during winter months when visibility will drop to under 100 feet when rain falls over snow or frozen ground, which may occur 3 or 4 times a winter.

It is interesting to note that the log maintained by the West Orange Fire Department Headquarters and reported for the period between January 1, 1960 and July 20, 1963, indicates 5 fogs in 3 years and 2 months to be worthy of operational attention in the Fire Headquarters House Journal.

The Weather Consultant summarized the situation by stating that his information on snow was based upon his experience of being advisor to the Essex County Highway Department for 5 years. The reported average snow fall for First Mountain in our judgment was analyzed to be no different than other parts of Northern New Jersey where interstate highways have been built or are anticipated to be built, for example, Routes 80 and 78. The same evaluation applies to freezing temperature.

Observations made by the State Highway Department on First Mountain indicate there are periods of very low visibility at ground level when the sun is shining on top of the mountain, and vice-versa. We have also observed fog on First Mountain when it has also existed generally throughout the State.

Our evaluation of these data was that prevailing weather conditions are no different on First Mountain or on Second Mountain than other areas of the existing or proposed State Highway System, and no over-emphasis was warranted.

The accident reports for the local routes crossing First Mountain - Eagle Rock - Northfield and Mt. Pleasant Avenues are no basis for comparison with a tunnel route or open cut route because freeway standards are not comparable with land service routes, and grades vary on these routes between 2 and 11 percent, with the steepest being at or closest to the top of the mountain.

Also in August 1963 a "Preliminary Survey of Predicted Changes in Neighborhood Noise in West Orange from a Proposed East-West Freeway" by Lewis S. Goodfriend & Associates, Consulting Engineers in Acoustics, was submitted to the State Highway Department by West Orange.

In spite of the fact that much data apparently exists on traffic noise, the consultant was unable to find any information on trucks climbing grades between 4 and 6 percent. As a result it was necessary to make observations on Route 46 and Route 23. This venture gave the desired results when Route 46 was analyzed, but when the data from Route 23 was studied by the consultant he did not choose to use the results because there were too many complex variables entering into the analysis between

Route 46 and Route 23 to reach a conclusion for extrapolating beyond background noise levels in West Orange. As a result of the complexity one sample of observation taken on Route 46 was used for the sound study. It is recognized that noise is a factor on, along and adjacent to all freeways, parkways, turnpikes, and the effect of the tunnel route will be the same on the eastern slope of First Mountain as the open cut route. On the western slope the consultant indicates changes in noise levels will affect a somewhat larger area if the open cut is used than if the tunnel is built. Noise levels are changed as the result of highways in operation, and no special consideration has been given in residential areas of Route 80 in Morris County, Route 295 in Camden County - so why is it essential to spend millions of more dollars to reduce its affect on the western slope of First Mountain.

In the Highway Act of 1956, Title 23, Section 109, it is stated that plans shall not be approved if they fail to adequately meet the existing and probable future traffic needs and conditions in a manner conducive to safety, durability and economy of maintenance----- and to conform to the particular needs of each locality.

The plans have been prepared at the State level and approved at the National level. Both agencies are vested with the responsibility for administering the program with equality to all. An expenditure of the funds necessary to construct the tunnel route is not justified in the public interest.

J. R. Schuyler
State Highway Engineer

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s



1964
ROUTE 69-202
Ringoos, Hunterdon County
BUILDING SALE

Trenton, April 13 - The New Jersey State Highway Department today set April 16 for public sale of a vacant residence in Ringoes, Hunterdon County, purchased recently by the Department as part of its Route 69-202 improvement program.

A Department auctioneer will start the sale 10:30 a.m. in the building to be sold, located on the east side of Route 69-202 about 250 feet south of the intersection of Route 514.

The residence is a rancher, nine years old, and has a stone-and-clapboard exterior with a gable roof. Interior walls are half-inch plaster on metal lath, and the living room has a stone fireplace. Other rooms include a kitchen-dinette, a study room, two bedrooms and a bath. The attic is unfinished. The two-car garage will be sold separately.

Purpose of the sale is to give anyone interested an opportunity to purchase the residence and move it out of the path of coming Route 69-202 construction. Similar sales held during recent years have saved hundreds of homes from demolition, and returned or saved the Department nearly \$1 million.

In addition to returning the building to service as a home, it retains its value as a ratable for tax purposes.

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Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information

Trenton 25, New Jersey

TU xedo 2-3000

RELEASE FRIDAY APRIL 10, 1964

WEEK OF APRIL 11 - APRIL 17

Trenton, April 10 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of April 11 - April 17.

Atlantic

Route 9, Pleasantville -- Slight delay during sanitary sewer installation.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area.

Route 4, Fort Lee -- During peak hours of traffic, the ramp from eastbound Route 4 to Route 95 and the lower deck of the George Washington Bridge will be opened for buses only for one month.

Route 46, Hasbrouck Heights and Teterboro -- Traffic on northbound Route 17 desiring to reach eastbound Route 46 will be directed through a short detour while the connecting ramps are rebuilt. No delays are expected. The condition will continue through April.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. Chapel Avenue traffic will be detoured between Route 38 and Haddonfield Road. The condition will continue until September 1964.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 5 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken, and Haddon Avenue, Collingswood.

Route 130, Gloucester City -- Slight delay during sanitary sewer installation.

Route 168, Glendora to Blackwood -- Traffic will be reduced to one lane during installation of sanitary sewers. No weekend or evening interference.

Essex

Route 1, Port Street -- One lane of traffic will be maintained on the ramp from Port Street to southbound Route 1 during operations to widen the ramp. The condition will continue for 3 to 4 weeks.
(more)

1964
TRAFFIC CONDITIONS REPORT

Essex cont'd

Route 21, Newark and Belleville --- Chester Avenue, Newark, between Broadway and McCarter Highway is open only to local traffic and closed to Route 21 traffic. The connecting ramp between Chester Avenue and northbound McCarter Highway has been closed. Traffic on Broadway in Newark, and Washington Street in Belleville should use Little Street, Belleville to reach northbound Route 21. The condition will continue through May, 1964.

Gloucester

Route 45, Mantua, south of Woodbury --- Minor delays during installation of telephone conduit on the south side of the road.

Route 45, Woodbury --- Minor delays during installation of electric and gas utility lines. No evening or weekend interference.

Hudson

Route 3, Secaucus --- Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington --- Slight delays while construction vehicles move in the work area.

Mercer

Route 29 Freeway, Trenton and Ewing Twp. --- Traffic will be guided through the construction area. The condition will continue until the fall of 1964.

Middlesex

Route 18, City of New Brunswick --- Upper New Street is closed from Nielson Street to Route 18 until the New Street bridge is completed.

Route 18, East Brunswick and Madison Twps. --- Single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison/^{Twps.} --- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 9, Freehold and Manalapan Twps. --- Slight interference during working hours while construction equipment moves through the project. The condition will continue for six months.

Route 35, Middletown --- Minor delays may be expected on Old Kings Highway on the northbound and the southbound lanes. Electrical installation work at the intersection of Tindall Road and Route 35 may cause slight interference to traffic. The condition will continue for 3 months.

Route 36, Keyport, Raritan Twp., Union Beach, Keansburg --- Detour road at Flat Creek will be in operation for 6 months during bridge construction.

Detours will be setup at East Creek and Natco Lake. Minor interference may be expected throughout the construction area. The condition will continue for one year.

Morris

Route 15, Twps. of Jefferson and Rockaway --- Occasional delays due to movement of construction vehicles.

(more)

1964
TRAFFIC CONDITIONS REPORT

Morris cont'd

Route 46, Mount Olive Township -- Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area.

Ocean

Route 35, Seaside Heights -- Traffic will be directed through the construction area. Slight occasional delay. The condition will continue for 4 to 6 weeks.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 6 weeks.

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-206, Bedminster Twp. -- The northbound lanes of Route U.S. 202-206 are being used for two-way traffic. Motorists should exercise caution.

Union

Route 27, Elizabeth -- During pavement reconstruction Cherry Street will be closed to through traffic. Access to properties on Cherry Street will be provided. The condition will continue until July.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during construction operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964

Route 37 - COMPLETION
Bridge bulkhead repairs
Berkeley Township
Ocean County

Trenton, April 10 - The New Jersey State Highway Department today announced completion of a \$69,000 project for the construction of timber bulkheads at the Route 37 bridge which carries traffic between Pelican Island and Seaside Heights in Berkeley Township, Ocean County.

Construction of timber piles and timber sheeting will prevent future erosion of the roadway embankment.

About 420 feet of bulkhead have been built adjacent to the westbound roadway while about 380 feet have been built adjacent to the eastbound roadway.

Costs of the project will be paid entirely by the New Jersey State Highway Department.

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Maint.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1964
Route 45 - COMPLETION
Mullica Hill
Gloucester County

Trenton, April 10 - The New Jersey State Highway Department today announced completion of a \$32,000 project for the demolition of the bridge carrying Route 45 over the stream south of Raccoon Creek in Mullica Hill, Gloucester County.

Following demolition of the bridge, 172 linear feet of 48 inch diameter corrugated metal drainage pipe was placed in the stream bed to carry the stream flow under Route 45. Earth fill was placed over the pipe and a new roadway was built over the stream.

The new roadway consists of bituminous concrete and is bordered by concrete vertical curb.

One lane of traffic will be carried in each direction, northbound and southbound.

Costs of the project will be paid entirely by the State Highway Department.

63-N-51
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APR 11 1964

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964

ROUTE 21 FREEWAY

Railroad Service Curtailment
Newark, Essex County.

Trenton, April 10 - The New Jersey State Highway Department today announced railroad service on the Montclair and Greenwood Lake Branch of the Erie-Lackawanna Railroad which crosses the Passaic River at Newark, Essex County, will be curtailed during the next four weekends while the bridge carrying the railroad over the Route 21 Freeway is replaced.

Service over the two-track bridge will be cut to a single track operation from Friday evening to Monday morning beginning April 10. Work on the new bridge has been scheduled on weekends to avoid inconvenience to commuters.

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1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1964

ROUTE 42 - FREEWAY - BIDS
Gloucester Township
Camden County

Trenton, April 9 - The New Jersey State Highway Department today announced a low bid of \$244,489.42 was received from South Jersey Construction Co., Riverside for widening a portion of Route 42 Freeway in Camden County.

Other bidders on the project were: Public Constructors, Inc., Blackwood, \$259,636.40; Union Paving Co., Wynnewood, Pa., \$282,293.56; State Paving and Construction Co., Philadelphia, Pa., \$299,858.20; Edward H. Ellis and Sons, Inc., Cherry Hill, \$312,709.90., F. A. Canuso and Sons, Inc., Philadelphia, \$317,776.85.

Work on the 0.8 mile project, which will extend from the vicinity of the Grenloch-Little Gloucester Road southward to the vicinity of Sicklertown Road, will consist of widening of the Freeway in the vicinity of its southern terminus at Sicklertown Road.

The improvement is needed in anticipation of a substantial increase in traffic expected to be generated by construction of the Atlantic City Expressway.

Route 42 presently carries two lanes of traffic in each direction, northbound and southbound on roadways paved with reinforced concrete and separated by a grass median divider.

South of Grenloch - Little Gloucester Road, a new lane will be added along the inside of the existing southbound roadway. The added lane will be of reinforced concrete.

(more)

1964
ROUTE 24 FREEWAY - BIDS
Gloucester Township
Camden County

In the same area a new lane will be added along the inside edge of the existing northbound roadway. The entire northbound roadway will be paved with bituminous concrete.

In the vicinity of the Sicklertown Road overpass, the southbound roadways will be widened to four lanes and surfaced with bituminous concrete.

Three inner lanes of through northbound traffic will be available at Sicklertown Road separated by white concrete vertical curb from three outer lanes which will permit connections to and from Sicklertown Road. The entire surface of the 6 northbound lanes at this location will be bituminous concrete.

In the vicinity of the Sicklertown Road overpass, the roadways will be separated by a median divider.

The bridges carrying the roadways of Route 42 over Sicklertown Road will be widened to accommodate the added capacity of the highway.

Costs of the project, which is expected to be completed by July 15, 1964, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1964

INTERSTATE ROUTE 280 - ADV.
East Orange, Essex County

Trenton, April 9 - The New Jersey State Highway Department today announced bids will be received April 30 for relocation of Main Street in the vicinity of proposed Interstate Route 280 in East Orange, Essex County.

The project will be the first to be undertaken by the State Highway Department in the area of the proposed intersection of Interstate Route 280 and the Garden State Parkway.

Work will consist of the construction of 0.6 miles of roadway, varying in width from 46 feet to 52 feet, which will parallel Route 280 on the north side between Arlington Avenue and Steuben Street. The new roadway will lie just south of the Erie-Lackawanna Railroad.

As part of the project, about 50 previously purchased buildings will be demolished.

When the project is finished two lanes of traffic will be carried in each direction, eastbound and westbound, on a new roadway consisting of subbase 12 inches thick, a six inch thickness of bituminous stabilized base course and a bituminous concrete surface two inches thick bordered by concrete vertical curb. Concrete sidewalks will be built in some locations.

Improvements will be made at the intersections with Steuben Street, Grove Street and Arlington Avenue.

A bridge will be built to carry the roadway over the Garden State Parkway. The Maple Avenue footbridge will be relocated.

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1964

INTERSTATE ROUTE 280 - ADV
East Orange, Essex County

Costs of the project, which is expected to take 200 working days to complete, will be shared by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1964

INTERSTATE ROUTE 78
Right of Way Acquisition
Hunterdon County

Trenton, April 9 - The New Jersey State Highway Department today announced it has started the last two right-of-way acquisition projects remaining in the 32-mile section of Interstate Route 78 between Clinton in Hunterdon County and Springfield in Union County.

Letters have been mailed to 27 property owners notifying them their properties will be affected by future construction of Route 78.

A total of 12 properties are located within one right-of-way project, which extends west from Allerton Road for about one mile through the existing Route 69 - Route 78 interchange. The additional land is needed to enlarge the interchange so it can accommodate traffic generated by the new Route 78 highway coming from the east.

The other project includes 15 properties in a section nearly three miles long extending east from Allerton Road to Cokesbury Road in Lebanon Borough. The new alignment gradually curves away from Route 22 to the north, and crosses the Central Railroad of New Jersey about 300 feet north of Route 22. At Cokesbury Road the Route 78 alignment is located roughly 1,000 feet north of Route 22.

The Department is actively purchasing land needed for Route 78 from east of Cokesbury Road to Springfield.

(more)

1964
INTERSTATE ROUTE 78
Right of Way Acquisition
Hunterdon County

Construction crews are due to begin work within the next few days on the first project in the Clinton-Springfield section. The \$2.5 million contract calls for bridge construction and grading work in the 6.5-mile stretch between the Route 78-287 interchange in Pluckemin and King Georges Road in Warren Township.

Other construction work is expected to be underway along the entire 32-mile section by the end of the year, with the work being financed by a \$40 million allocation set up in the Department's current construction program.

In addition to advising the 27 owners that their properties will be affected by the new Route 78, the letters explain the procedures Highway Department representatives will follow to purchase the necessary land.

First, the owners will be visited by Department representatives who will photograph the property, and make an inventory of its buildings or features.

Second, Highway Department appraisers will visit the property to gather information needed to determine its fair market value. If necessary, qualified local appraisers will be hired to make an independent appraisal.

As soon as the necessary appraisals are completed and reviewed a Departmental negotiator will call on the owner and offer to purchase the property at a price which reflects its fair market value as determined by the appraisals.

The spokesman pointed out the negotiation procedures are similar to private person-to-person transactions. He said the one main exception is that the

(more)

1964
INTERSTATE ROUTE 78
Right of Way Acquisition
Hunterdon County

State, because it is acting in the public interest, has the right to require that the owner sell his property at a fair price.

If the owner exercises his right to reject the offer, a court-appointed three-man commission will set the fair market price. If the owner still thinks the price is not fair, he can appeal to the State Superior Court, and the price will be fixed by jury trial.

The spokesman noted that out of every 100 negotiations between the Highway Department and land owners, less than five cases go to the courts, and added that a portion of this small percentage usually is due to faulty titles.

He attributed the high percentage of property negotiations which are settled on a friendly basis to the Department's procedures which are based on professional practices and standards; and the Department's desire to exhaust all amicable means of negotiating the sale.

The letters to affected property owners also explain a new Relocation Advisory Assistance service available to owners and tenants who must move out of the way of the Federal Aid highway construction. This program is designed to aid them in finding new residences. Another part of the same service, available after the families or tenants move, will provide up to \$200 of the moving costs.

If a business must relocate, a moving cost reimbursement of up to \$3,000 will be available.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964

Interstate Route 78 - BIDS
Demolition of Buildings
Springfield Township
Union County

Trenton, April 9 - The New Jersey State Highway Department today announced a low bid of \$27,231.00 was received from V. Ottilio and Son, Paterson, for demolition of buildings on a portion of proposed Interstate Route 78 in Union County.

Other bidders on the project were: Wm. M. Young and Co., Newark, \$30,000.00 and Interstate Wrecking Co., Inc., Springfield, \$31,601.00.

All bids will be reviewed before a contract is awarded.

Approximately 24 buildings will be demolished at various locations in a 0.7 mile long corridor extending from Clairmont Place eastward to Morrison Road in Springfield Township.

The work area is located within the proposed intersection of Interstate Route 78 and the Route 24 Freeway.

Ninety percent of the costs of the project, which is expected to take 40 working days to complete, will be paid by the Federal Government while the remaining ten percent will be paid by the State Highway Department.

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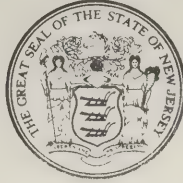
BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s



1964
INTERSTATE ROUTE 78
Warren Township
Somerset County
BUILDING SALE

Trenton, April 9 - The New Jersey State Highway Department today invited anyone interested in purchasing a vacant residential building at 56 Stiles Road in Warren Township, Somerset County, to attend the public sale April 14.

The building stands on land purchased by the Highway Department for future construction of Interstate Route 78. It is a one-and-one-half story frame house with attached breezeway, and a two-car frame stucco garage which will be sold separately.

A Department auctioneer will be in the building at 11 a.m. to accept bids from persons who would be interested in buying and moving it out of the path of the future superhighway. Since 1957 hundreds of buildings have been saved from demolition through similar sales, and the Department has regained or saved nearly \$1 million. Clearance sales of left-over pieces of land add \$350,000 to the Department's savings during the same period.

A Department spokesman explained municipal governments also benefit from the sales by retaining ratable buildings and land on their tax rolls.

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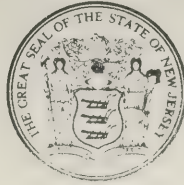
BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1964
TRAFFIC REGULATIONS
Route 41
Runnemede Borough
Camden County

Trenton, April 6 - The New Jersey State Highway Department today announced new no-parking regulations along Route 41 in Runnemede Borough, Camden County.

Stopping or standing is prohibited at all times along both sides of Route 41, between the intersection of Evesham Road and Route 168.

The Borough requested the regulation. Studies by the Highway Department determined that the roadway in this area should operate at full capacity and the no-parking regulations were needed.

The regulation will become effective with the posting of regulatory signs. This is expected within two weeks.

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RP-64-8

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1964

TRAFFIC REGULATION

Route U.S. 1

Woodbury Township

Middlesex County

Trenton, April 6 - The New Jersey State Highway Department today announced that new no-parking regulations are in effect along Route U.S. 1 in Woodbridge Township, Middlesex County.

Stopping or standing is prohibited at all times along both sides of U.S. 1:

Between the junction of U.S. 1 and 9 and Edison Township - Woodbridge Township corporate line, a distance of approximately 2-1/4 miles.

A spokesman for the Highway Department said that a shopping center in the area has generated new traffic problems on this heavily traveled route, making this regulation necessary.

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RP-63-49

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY APRIL 3, 1964

WEEK OF APRIL 4 - APRIL 10

Trenton, April 3 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of April 4 - April 10.

Atlantic

Route 9, Pleasantville -- Slight delay during sanitary sewer installation.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area.

Route 4, Fort Lee -- During peak hours of traffic, the ramp from eastbound Route 4 to Route 95 and the lower deck of the George Washington Bridge will be opened for buses only for one month.

Route 46, Hasbrouck Heights and Teterboro -- Traffic on northbound Route 17 desiring to reach eastbound Route 46 will be directed through a short detour while the connecting ramps are rebuilt. No delays are expected. The condition will continue through April.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. Chapel Avenue traffic will be detoured between Route 38 and Haddonfield Road. The condition will continue until September 1964.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 6 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken, and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Traffic will be reduced to one lane during installation of sanitary sewers. No weekend or evening interference.

(more)

1964
TRAFFIC CONDITIONS REPORT

Essex

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Route 45, Woodbury -- Minor delays during installation of electric and gas utility lines. No evening or weekend interference.

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Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Slight delays while construction vehicles move in the work area.

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Route 29 Freeway, Trenton -- Traffic will be guided through the construction area. The condition will continue until the fall of 1964.

Middlesex

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Route 18, East Brunswick and Madison Townships -- Single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area and drainage installation work. Union Hill Road overpass will be blocked off and a detour will be provided.

Monmouth

Route 9, Freehold and Manalapan Townships -- Slight interference during working hours while construction equipment moves through the project. The condition will continue for six months.

Route 35, Middletown -- Minor delays may be expected on Old Kings Highway on the northbound and the southbound lanes. Electrical installation work at the intersection of Tindall Road and Route 35 may cause slight interference to traffic. The condition will continue for from 4 to 6 weeks.

Route 36, Keyport, Raritan Twp., Union Beach, Keansburg -- Detour road at Flat Creek will be in operation for 6 months during bridge construction.

(more)

1964
TRAFFIC CONDITIONS REPORT

Monmouth cont'd

Detours will be set up at East Creek and Natco Lake. Minor interference may be expected throughout the construction area. The condition will continue for one year.

Morris

Route 15, Townships of Jefferson and Rockaway --- Occasional delays due to movement of construction vehicles.

Morris-Passaic

Route 23, West Milford and Jefferson Townships --- Traffic will be guided through the construction area.

Ocean

Route 35, Seaside Heights --- Traffic will be directed through the construction area. Slight occasional delay. The condition will continue for 4 to 6 weeks.

Somerset

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Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

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Route 27, Elizabeth --- During pavement reconstruction Cherry Street will be closed to through traffic. Access to properties on Cherry Street will be provided. The condition will continue until July.

Warren

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1964

Interstate Route 287 -- BIDS
Parsippany-Troy Hills
Town of Boonton
Montville Township
Morris County

Trenton, April 2 - The New Jersey State Highway Department today announced it received a low bid of \$85,630.00 from Dale Electric Co., Paterson, for the manufacture and erection of permanent traffic directional signs on a portion of Interstate Route 287 in the vicinity of Boonton, Morris County.

Other bidders on the project were: Whitmire Bros., Hammonton, \$93,194.40; United Advertising Corp., Newark, \$97,238.60 and Simpson Iron Works, Inc., Long Island City, N.Y., \$98,569.00.

More than 216 signs of various types and sizes will be erected in replacement of temporary signs installed when the highway section was opened last December. The new signs will be located at ramps, intersections and at suitable locations along the roadways to guide motorists.

The new portion of Interstate freeway, extends over a distance of 5.85 miles between the Route 46 - Route U.S. 206 intersection in Parsippany-Troy Hills northward to an intersection with Route U.S. 202 in Montville Township.

All guide signs will have the familiar white numerals or lettering on a green background.

Directional and speed limit signs will have a black message on a silver reflectorized background.

Ninety percent of the costs of the signing contract will be paid by the Federal Government while the remaining ten percent is paid by the State Highway
(more)

1964

Interstate Route 287 - BIDS
Parsippany-Troy Hills
Town of Boonton
Montville Township
Morris County

Department.

Work is expected to be completed by Sept. 1, 1964. All bids will be reviewed before a contract is awarded.

287,12D,13C,14B
61-I-21

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964

Route 24 Freeway - BIDS
Demolition of Buildings
City of Summit, Union Co.
Millburn Twp., Essex Co.

Trenton, April 2 - The New Jersey State Highway Department today announced a low bid of \$13,950.00 was received from Wm. M. Young and Co., Newark, on a demolition project on the proposed Route 24 Freeway in Union and Essex Counties.

Other bidders on the project were: Interstate Wrecking Co., Inc., Springfield, \$14,261.00 and V. Ottilio and Sons, Paterson, \$14,501.00.

Demolition work will be performed in a corridor extending from Essex Road eastward to Broad Street generally along the line of the existing Morris and Essex Turnpike in the City of Summit and in Millburn Township.

Work will be performed on a selective basis as properties become available and the occupants of the buildings move out.

In the City of Summit, demolition work will be performed on a total of 17 properties. Two of the properties are located on the south side of the Morris and Essex Turnpike near Morris Street; eleven more are located in the vicinity of the northwest corner of Broad Street and Middle Avenue intersection and four are located on the south side of the Morris and Essex Turnpike opposite Lakeview Avenue.

In Millburn Township, demolition work will be performed on two property parcels located north of the Morris and Essex Turnpike and west of Lakeview Avenue.

Costs of the project, which is expected to take 30 working days to complete,

(more)

1964

Route 24 Freeway - BIDS
Demolition of Buildings
City of Summit, Union Co.
Millburn Twp., Essex Co.

will be shared equally by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

24 Freeway, 12D
62-P-7

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1964

VEGETATION CONTROL - BIDS
STATEWIDE

Trenton, April 2 - The New Jersey State Highway Department today announced it received a low bid of \$2,748.43 from McMahan Bros., Inc., Tenafly, on a contract for chemical spray control of vegetation under guardrails along portions of the State Highway System.

No other bids were received on the project.

This will be the first contract under which guardrail vegetation control spraying will be performed. Although the Department has experimented with plant growth retardants on a limited basis, presently the bulk of the growth is cut back by hand and machine methods by State Highway Department maintenance workers.

Approximately 339,732 linear feet of growth area under guardrails will be sprayed at numerous locations along five separate stretches of the State Highway System as follows:

1. Route 9 from Cape May northward to Routes U.S. 1 and 9 in Woodbridge.
2. Route 206 from Hammonton northward to Route U.S. 46 in Netcong.
3. Route 130 from the Airport Circle in Camden northward to the Route U.S. 1 Milltown Circle in New Brunswick.
4. Route 69 from Pennington northward to the intersection of Route 24 in Washington.
5. Route 1 from Trenton northward to Allen Street at the Elizabeth City Line.

Costs of the work, which is expected to be completed by May 13 will be paid entirely by the State Highway Department. The bid will be reviewed before a contract is awarded.

64-Maint.

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MEGALOPOLIS

RELEASE UPON RECEIPT 649

In 1900, 60% of the United States was rural. By 1960, this figure had been cut in half. By the year 2000, it is predicted it will be cut in half again, to 15%. All the rest will be urban.

As an urban area grows beyond its borders, it fuses with other urban areas to form a super region. Some people refer to this as a strip city, or megalopolis.

What is expected to become the greatest megalopolis of them all is already in existence - the huge complex extending 900 miles along the Atlantic seaboard from Portland, Maine, to Norfolk, Virginia.

This megalopolis houses one fourth of all residents in the United States, generates the greatest proportion of the national product, and exerts tremendous influence on the rest of the nation and the world.

New Jersey lies in the middle of this super region, so it is no wonder the State's highways and railroads are busier by far, than any other area of the country.

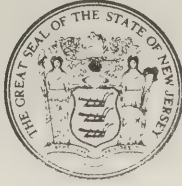
It is this environment which creates gigantic problems for the State Highway Department, as it goes about its everyday business of keeping people and goods on the move.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



RELEASE THURSDAY P.M.'s

1964

HISTORIC SITE SIGNS
Burlington, Hunterdon,
Union Counties

Trenton, April 2 - The New Jersey State Highway Department today announced that it is erecting new historic site signs along the State highways in Burlington, Hunterdon and Union Counties.

The Highway Department is cooperating with the Historic Sites Evaluation Committee by erecting all such historic site signs along the State Highway System.

New site signs, their legends and location are;

In Burlington County:

Carranza Monument - ten miles southeast is the site where Mexican good-will flyer Capt. Emilio Carranza crashed, July 12, 1928. The sign is located on U.S. Route 206 - southbound 200 feet north of the road to Carranza Memorial, near Tabernacle.

In Hunterdon County:

1. Capner House, built in 1798 by Joseph Capner, English immigrant, who introduced cheese-making and Bakewell sheep to the area. The sign is located on State Route 12 near the entrance of the old Flemington Circle (Route 12 and County Road 523) at Flemington.
2. Musconetcong, Indian name adopted for mountain and stream, the railroad tunnel built in 1872-75 was the longest in the eastern United States. The sign is located on U.S. Route 22 eastbound, in parking area opposite a bar and grill in West Portal.

(more)

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1964
HISTORIC SITE SIGNS
Burlington, Hunterdon,
Union Counties

In Union County:

Elizabethtown, settled by New England Puritans 1665, first seat of Provincial government in New Jersey. The sign is located on U.S. Route 1 and a service road, 75 feet south of "Entering Elizabeth" sign in Elizabeth.

New historic site signs and their locations will be announced by the State Highway Department as they are erected on the State Highway System.

44-11-100
11/11/64

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964

TRAFFIC REGULATIONS

Review of no-passing zones

Route 12

Hunterdon County

Trenton, April 2 - The New Jersey State Highway Department today announced that it has completed a review of no-passing zones along Route 12 in Frenchtown Borough, Kingwood, Franklin, Delaware and Raritan Townships and Flemington Borough in Hunterdon County.

Periodic reviews are made on all of the highway system to determine if changes in any regulations are necessary as conditions along the highways change. A spokesman for the Highway Department said that to conform to the latest standards as prescribed by the Manual of Uniform Traffic Controls for Streets and Highways, minor adjustments were needed in no-passing zones along Route 12.

The spokesman noted that where a no-passing barrier line crosses a business or residential driveway while it does prohibit the beginning of a passing maneuver it does not prohibit a left turn into the driveway. He said there has been some misunderstanding about this.

#####

NP-64-9

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RELEASE THURSDAY P.M.'s

1964

TRAFFIC REGULATIONS

Routes U.S. 40 & State Route 50
Atlantic & Cape May Counties

Trenton, April 2 - The New Jersey State Highway Department today announced that it has completed a review of no-passing areas along State Route 50 and U.S. 40 from Seaville in Cape May County to Egg Harbor in Atlantic County.

A spokesman for the Highway Department said that periodic reviews are made along all State highway routes as changing conditions along the highways make it necessary to review and sometimes adjust existing regulations.

The spokesman said some minor revisions of no-passing zones along State Route 50 and U.S. Route 40 between Seaville and Egg Harbor were found to be needed.

He further noted that when a no-passing barrier line crosses the driveway of a residential or business establishment, while it does prohibit the beginning of a passing maneuver, it does not prohibit a left turn into or out of the driveway. There has been some misunderstanding about this, he said.

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NP-64-10

1. The first part of the paper is devoted to a general discussion of the problem of the existence of solutions of the system of equations

which are satisfied by the functions $u_i(x, y, z)$ and $v_i(x, y, z)$ in the domain D of the space E_3 . It is shown that the system of equations is solvable in the domain D if and only if the functions $f_i(x, y, z)$ and $g_i(x, y, z)$ satisfy certain conditions. These conditions are expressed in terms of the integrals of the functions f_i and g_i over the domain D .

2. In the second part of the paper the problem of the uniqueness of the solutions of the system of equations is considered. It is shown that the solutions of the system are unique if the functions f_i and g_i satisfy certain conditions.

3. In the third part of the paper the problem of the construction of the solutions of the system of equations is considered. It is shown that the solutions of the system can be constructed by the method of successive approximations. The method consists in finding the solutions of the system of equations in the form of a series of functions which are determined by the functions f_i and g_i .

REFERENCES

1. [1]

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RELEASE THURSDAY P.M.'s

1964

STATE AID - GLOUCESTER COUNTY

Trenton, April 2 - The New Jersey State Highway Department today announced it has allocated \$104,000 in State roadbuilding aid to 17 municipalities in Gloucester County.

The aid was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately \$16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of \$100,000 is available annually to municipalities within each county.

The additional \$4,000 in aid represents the re-allocation of funds that were in excess of final costs of several previously approved projects.

The amount set aside for each municipality represents the State's 90% share in the total cost of the approved municipal project. Subsequent construction plans are reviewed by the State Highway Department which also provides inspection of materials and inspection of actual construction work.

11/16/64
11/16/64

NOTE TO EDITORS: Complete projects list is attached.

1. The first part of the paper is devoted to a discussion of the

main results.

2. The second part of the paper is devoted to a discussion of the

main results.

3. The third part of the paper is devoted to a discussion of the

main results.

4. The fourth part of the paper is devoted to a discussion of the

main results.

5. The fifth part of the paper is devoted to a discussion of the

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6. The sixth part of the paper is devoted to a discussion of the

main results.

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main results.

9.

GLOUCESTER COUNTY

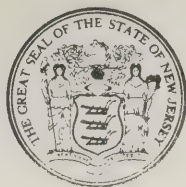
<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Clayton Borough	North Broad St., Sec. 3	\$ 6,000
Deptford Township	Pine St.	7,500
Elk Township	5th Avenue	4,000
Franklin Township	Strawberry Avenue	6,000
Glassboro Borough	(Project to be determined)	7,000
Harrison Township	Earlington Avenue	2,500
Mantua Township	Boody's Mill Road	5,000
Monroe Township	Washington Avenue, Liberty St.	8,000
National Park Borough	Oak, Princeton, Luther Avenues	5,000
Newfield Borough	Rosemont Avenue, Sec. 2	5,000
Paulsboro Borough	Riverview Avenue	8,000
Pitman Borough	(Project to be determined)	*4,000
Wenonah Borough	North Jefferson Avenue, Sec. 2, and North East Avenue	5,000
West Deptford Township	DuBois Avenue, Sec. 2	8,000
Westville Borough	Hillside Avenue	5,000
City of Woodbury	Lupton Avenue	10,000
Woolwich Township	Back Creek Road, Sec. 3	8,000

Total - *\$104,000

*includes \$4,000 from general County balance

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RELEASE THURSDAY P.M.'s

1964

Route 17

Ridgewood, Bergen County

SALE OF BUILDINGS

Trenton, April 2 - The New Jersey State Highway Department today announced a public sale for vacant houses in Ridgewood, Bergen County, will be held April 9.

The buildings stand on land purchased by the Department for improvement of Route 17. The sale offers anyone interested in moving the houses out of the way of future construction an opportunity to bid for them.

A Department auctioneer will ask for bids at 11 a.m. in one of the vacant buildings, a two-story frame dwelling at 239 Paramus Road. Another building, located at 969 Linwood Avenue, also will be offered.

The sale comes under the Department's program of continually clearing its records of buildings and land which are not needed for highway construction, and can be returned to useful, productive service. Since 1957 the Department has regained or saved nearly \$1.4 million through the sales, and returned hundreds of ratable units to municipal tax rolls.

RECEIVED

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RELEASE THURSDAY P.M.'s

1964
INTERSTATE ROUTE 280
ROUTE 24 FREEWAY
UNION, ESSEX COUNTIES
SALE OF BUILDINGS

Trenton, April 2 - The New Jersey State Highway Department today announced public sales of vacant buildings in Union and Essex Counties will be held April 7.

The vacant buildings stand on land bought by the Highway Department for Interstate Route 280 in Orange, East Orange, and West Orange, Essex County, and the future Route 24 Freeway in Summit, Union County.

The morning sale will begin 11:30 a.m. in one of the buildings to be sold, a two-story frame house located at 28 Ivanhoe Terrace in Orange. Other sale buildings in Orange include frame houses at 71 South Center Street, 178 South Street, and 117 Parrow Street.

The building in East Orange is a four-story brick building at 10 South Arlington Avenue, and the West Orange structure is a two-story frame house at 50 Wheeler Street.

The afternoon sale will offer one building, a two-story frame and brick dwelling at 128 Morris Turnpike in Summit. The sale will open at 1:30 p.m. in the vacant building.

Public sales of buildings, which began in 1957, have saved the Department nearly \$1 million, and returned hundreds of ratable structures to municipal tax rolls. During the same period, odd pieces of land left after completion of highway construction have been sold for a total of \$350,000.

#####

1891
The following is a list of the names of the persons who have been elected to the office of the President of the United States since the year 1789.

George Washington
John Adams
Thomas Jefferson
James Madison
James Monroe
John Quincy Adams
Andrew Jackson
Martin Van Buren
Millard Fillmore
Franklin Pierce
Abraham Lincoln
Andrew Johnson
Ulysses S. Grant
Rutherford B. Hayes
James A. Garfield
Chester A. Arthur
Grover Cleveland
Benjamin Harrison
William McKinley
Theodore Roosevelt
Woodrow Wilson
Warren G. Harding
Calvin Coolidge
Herbert Hoover
Franklin D. Roosevelt
Dwight D. Eisenhower
John F. Kennedy
Lyndon B. Johnson
Richard M. Nixon
Spiro T. Agnew
Gerald R. Ford
Jimmy Carter
Ronald Reagan
George H. W. Bush
Bill Clinton
George W. Bush
Barack Obama
Donald Trump

The following is a list of the names of the persons who have been elected to the office of the Vice President of the United States since the year 1789.

John Adams
Thomas Jefferson
James Madison
James Monroe
John Quincy Adams
Andrew Jackson
Martin Van Buren
Millard Fillmore
Franklin Pierce
Abraham Lincoln
Andrew Johnson
Ulysses S. Grant
Rutherford B. Hayes
James A. Garfield
Chester A. Arthur
Grover Cleveland
Benjamin Harrison
William McKinley
Theodore Roosevelt
Woodrow Wilson
Warren G. Harding
Calvin Coolidge
Herbert Hoover
Franklin D. Roosevelt
Dwight D. Eisenhower
John F. Kennedy
Lyndon B. Johnson
Richard M. Nixon
Spiro T. Agnew
Gerald R. Ford
Jimmy Carter
Ronald Reagan
George H. W. Bush
Bill Clinton
George W. Bush
Barack Obama
Donald Trump

The following is a list of the names of the persons who have been elected to the office of the Chief Justice of the United States since the year 1789.

John Jay
William Bradford Hu
John Marshall
Roger Taney
Samuel P. Chase
Robert H. Jackson
Morrison W. Ellio
Salmon P. Chase
Charles E. Hughes
William Howard Taft
Louis Brandeis
Charles Evans Hughes
Harlan F. Stone
Earl Warren
Warren E. Burger
Lewis F. Powell Jr.
William Rehnquist
Antonin Scalia
Clarence Thomas
John G. Roberts
Stephen G. Breyer
Sonia Sotomayor
Amy Coney Barrett

The following is a list of the names of the persons who have been elected to the office of the Secretary of the United States since the year 1789.

Thomas Jefferson
James Madison
James Monroe
John Quincy Adams
Andrew Jackson
Martin Van Buren
Millard Fillmore
Franklin Pierce
Abraham Lincoln
Andrew Johnson
Ulysses S. Grant
Rutherford B. Hayes
James A. Garfield
Chester A. Arthur
Grover Cleveland
Benjamin Harrison
William McKinley
Theodore Roosevelt
Woodrow Wilson
Warren G. Harding
Calvin Coolidge
Herbert Hoover
Franklin D. Roosevelt
Dwight D. Eisenhower
John F. Kennedy
Lyndon B. Johnson
Richard M. Nixon
Spiro T. Agnew
Gerald R. Ford
Jimmy Carter
Ronald Reagan
George H. W. Bush
Bill Clinton
George W. Bush
Barack Obama
Donald Trump

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1964
TRAFFIC REGULATIONS
ROUTE 36
MONMOUTH COUNTY

Trenton, March 31 - The New Jersey State Highway Department today announced 30 miles per hour speed limits along Route 36 (during construction) in Keyport Borough, Raritan Township, Union Beach and Keansburg Boroughs, Middletown Township, Atlantic Highlands, Highlands, Sea Bright, Eatontown, Long Beach Boroughs and Long Branch City in Monmouth County.

The speed limit of 30 miles during the time construction work is in progress begins 500 feet in advance of and continues through, to a point 500 feet beyond the construction areas.

The provision of this regulation temporarily supersedes the provisions of any other speed regulations for the time and at the locations of construction.

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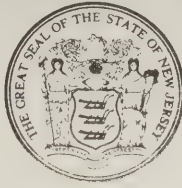
LS-64-1C

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1964

TRAFFIC REGULATIONS

Route 138

Runnemede Borough

Camden County

Trenton, March 31 - The New Jersey State Highway Department today announced that the following locations along Route 138 in Runnemede Borough, Camden County have been designated as bus stops where stopping or standing is prohibited at all times.

Along the westerly (southbound) side of Route 168;

(Far Side Bus Stops)

- | | |
|----------------|-------------------|
| 1. Smiths Lane | 2. Seventh Avenue |
|----------------|-------------------|

(Near Side Bus Stops)

- | | |
|-----------------|-----------------|
| 1. Broadway | 3. Third Avenue |
| 2. Fifth Avenue | 4. First Avenue |

Along the easterly (northbound) side of Route 168;

(Far Side Bus Stops)

- | | |
|-----------------|-----------------|
| 1. First Avenue | 3. Sixth Avenue |
| 2. Third Avenue | 4. Tenth Avenue |

(Near Side Bus Stops)

- | | |
|---------------------|------------------|
| 1. Ardmore Avenue | 4. Fifth Avenue |
| 2. Haverford Avenue | 5. Eighth Avenue |
| 3. Plaza Place | 6. Ninth Avenue |

(Mid-Block Bus Stops)

1. Between points 166 feet south of, and 296 feet south of the southerly curb line of Clements Bridge Road.
2. Between the northerly curb line of New Jersey Turnpike entrance and a point 130 feet northerly thereof.

All far side bus stops shall be 105 feet in length, all near side bus stops shall be 120 feet in length and all mid-block bus stops shall be 130 feet in length;
(more)

1964
TRAFFIC REGULATIONS
Route 138
Runnemede Borough
Camden County

measured from the curb line of the intersecting street, or the prolongation of the curb line of the street which intersects, where the bus stop is established.

Permission has been granted to erect appropriate signs at the designated areas.

RP-64-12

1-24-64
W. J. J. J.

RELEASE UPON RECEIPT

648

Every study made shows that limited access freeways help rather than hinder downtown merchants in urban areas.

Traffic experts claim that half the traffic on downtown city streets is caused by motorists who want to go somewhere else, but have no convenient way to get there except through the heart of town on city streets.

The construction of freeways would double the ability of downtown streets to handle the traffic that wants to do business there.

Put another way, freeways may be considered an expensive nuisance, but only upon cursory examination.

When the amount of traffic carried by a freeway is considered, with all its side effects of saving time and gas, curtailment of accidents, and the downtown merchants' gain, freeways turn out to be an economical blessing.

This has been proven time and time again by the New Jersey State Highway Department, and all other highway departments in the country.

11/15/64
11/15/64

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY MARCH 27, 1964

WEEK OF MARCH 28 - APRIL 3

Trenton, March 27 -- The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of March 28 - April 3.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. Chapel Avenue traffic will be detoured between Route 38 and Haddonfield Road.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 7 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken, and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Traffic will be reduced to one lane during installation of sanitary sewers. No weekend or evening interference.

Essex

Route 21, Newark and Belleville -- Chester Avenue, Newark, between Broadway and McCarter Highway is open only to local traffic and closed to Route 21 traffic. The connecting ramp between Chester Avenue and northbound McCarter Highway has been closed. Traffic on Broadway in Newark, and Washington Street in Belleville should use Little Street, Belleville to reach northbound Route 21. The condition will continue through May, 1964.

Route 1, Newark -- Slight interference due to improvement work at the exit from Port Street.

(more)

1964
TRAFFIC CONDITIONS REPORT

Gloucester

Route 45, Mullica Hill -- Traffic will be detoured around the construction area during bridge demolition, grading and paving operations. The condition is the same as that which prevailed last week and it will continue for another month.

Route 45, Mantua, south of Woodbury -- Minor delays during installation of telephone conduit on the south side of the road.

Route 45, Woodbury -- Minor delays during installation of electric and gas utility lines. No evening or weekend interference.

Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Slight delays while construction vehicles move in the work area.

Middlesex

Route 18, City of New Brunswick -- Upper New Street is closed from Nielson Street to Route 18 until the New Street bridge is completed.

Route 18, East Brunswick and Madison Townships -- Single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight

interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 9, Freehold and Manalapan Townships -- Slight interference during working hours while construction equipment moves through the project. The condition will continue for six months.

Route 35, Middletown -- Minor delays may be expected on Old Kings Highway on the northbound and the southbound lanes. Electrical installation work at the intersection of Tindall Road and Route 35 may cause slight interference to traffic. The condition will continue for from 4 to 6 weeks.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Temporary detour road will be in operation at Flat Creek for 6 months during bridge construction. Traffic will be restricted at East Creek and Waackaack Creek during drainage construction. The condition will continue for 1 year.

Morris

Route 15, Townships of Jefferson and Rockaway -- Occasional delays due to movement of construction vehicles.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area.

Ocean

Route 35, Seaside Heights -- Traffic will be directed through the construction area. Slight occasional delay. The condition will continue for 8 to 10 weeks.

(more)

1964
TRAFFIC CONDITIONS REPORT

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 2 months.

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-206, Bedminster Twp. -- The northbound lanes of Route U.S. 202-206 are being used for two-way traffic. Motorists should exercise caution.

Union

Route 1, Linden -- During construction of turn-slots traffic will be reduced to two lanes.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during construction operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
Route 45 - ADV
Woodbury, Gloucester County

Trenton, March 26 - The New Jersey State Highway Department today announced it will receive bids April 16 on improvement of a portion of Route 45 in Gloucester County.

The 0.43 mile project will extend from the intersection of Salem Street northward to the intersection of Cooper Street in Woodbury.

The existing traffic channelization islands at the intersection of the route with Salem Avenue, Penn Avenue, and Carpenter Avenue will be rebuilt. Vehicular movement at the intersection will remain in the present pattern.

Two lanes of traffic will continue to be carried in each direction, northbound and southbound on pavement consisting of subbase 6 inches thick, concrete base course 8 inches thick and a bituminous concrete surface 3 inches thick bordered by white concrete vertical curb.

For smoother movement of traffic, improvements will be made at intersections of the highway with local roads. Existing electric traffic signals will be replaced.

During construction at least one lane of traffic will be maintained in each direction through this heavily traveled area. Safety precautions will be provided.

Costs of the project, which is expected to be completed by August 15, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
Interstate Route 80
BUILDING SALES
Morris, Passaic Counties

Trenton, March 26 - The New Jersey State Highway Department today scheduled two public sales March 31 for vacant buildings standing on land purchased for Interstate Route 80 in Wayne and Totowa, Passaic County, and Montville, Morris County.

The morning sale will begin 11:30 a.m. in Wayne in one of the properties located on the northwest corner of Routes 23 and 46. Here, nine buildings will be offered for public bids -- a two-story, single-family house, a store-office building, five garden houses, a work shop and a storage building.

Also included in the morning sale will be other frame houses located at 24 Washington Street in Wayne, and 72 Garretson Street in Totowa.

The afternoon sale will begin 2 p.m. in a frame house located on the west side of Hook Mountain Road about 300 feet north of Old Bloomfield Avenue in the Pine Brook section of Montville Township.

Another single-family frame house to be sold is located on the east side of Hook Mountain Road approximately 350 feet north of Old Bloomfield Avenue.

A Highway Department spokesman said the purpose of the sale is to give interested persons an opportunity to purchase serviceable homes and move them out of the path of the coming highway. Municipalities also will benefit by retaining ratable structures on their tax rolls.

(more)

1964
Interstate Route 80
BUILDING SALES
Morris, Passaic Counties

The spokesman noted the State benefits by regaining part of its property purchase costs. Similar sales since 1957 have preserved hundreds of homes, and saved New Jersey about \$1 million.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
Interstate Route 295
BUILDING SALE
Cherry Hill Township
Camden County

Trenton, March 26 - The New Jersey State Highway Department today scheduled a public sale April 2 to receive bids on an improved property located near the future interchange of Interstate Route 295 and Route 70 in Cherry Hill Township, Camden County.

A Department auctioneer will call for the first bid 11:30 a.m., after announcing that no bid less than \$40,000 will be considered. The sale will be held on the property, which includes a brick church building and a two-acre plot of land. Highway construction plans show the building won't have to be moved.

The property is bounded by land reserved for a future Route 70-295 interchange ramp along its southern and western property lines, by a privately owned property along its northern boundary, and by Cuthbert Road along its eastern side.

The southeast corner of the property is located on Cuthbert Road about 30 feet north of Route 70. From there the line extends northwest about 140 feet, then turns north for some 440 feet.

The northern property line is about 275 feet long, extending eastward to Cuthbert Road. Frontage along Cuthbert Road extends south roughly 460 feet to the southeast corner of the property.

Access will not be permitted across the southern and western property lines, which face the future interchange ramps.

(more)

1964
Interstate Route 295
BUILDING SALE
Cherry Hill Township
Camden County

Conditions of the sale require the successful bidder to pay 10 percent of his bid amount at the sale. All bids are subject to review by Commissioner Dwight R. G. Palmer before approval and award.

The sale comes under the Department's program for saving serviceable buildings from demolition by selling them to persons who want to move them out of the path of highway construction. Similar sales held during recent years have saved hundreds of buildings, also returned them to municipal tax rolls as ratable properties, and regained or saved the Highway Department about \$1 million.

Sales of odd pieces of land left after highway construction is completed have returned some \$350,000 to the Department.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s



1964
HISTORIC SITE SIGNS
Union, Somerset, Morris
Mercer & Hunterdon Counties

Trenton, March 26 - The New Jersey State Highway Department today announced that new historic site signs are being erected along the highways in Union, Somerset, Morris, Mercer and Hunterdon Counties.

The Highway Department has cooperated with the New Jersey Historic Site Evaluation Committee by erecting all such signs along the State Highway System.

New site signs, their legends and location along the highways in Union County:

- (1) Old Kings Highway, connected Newark with the river port of Easton. The sign is located on the westbound side of Route 82 near the junction of State routes 82 and 24 entering the town of Springfield.
- (2) Springfield, last battle of the Revolution in New Jersey fought here June 23, 1780. The sign is located on State route 24 entering the town of Springfield southbound near 535 Morris Avenue (State Highway 82).

Sign sites in Somerset County:

Van Doran Mill, originally built in 1768. The sign is located on U.S. Route 202 and Childs Avenue, southbound in Bernardsville.

Sign sites in Morris County:

- (1) Beaverwick, Lucas Van Beaverhoudt had an estate here from 1772 to 1795. The sign is located on U.S. Route 46 at the southwest corner of the J. M. Field Shopping Center near Beverwyck Road.

(more)

E. coli, *S. aureus*, *P. aeruginosa*.

1964
HISTORIC SITE SIGNS
Union, Somerset, Morris,
Mercer & Hunterdon Counties

- (2) Old Boonton, a submerged town, site of forge 1759. The sign is located on southbound U.S. Route 202, south of the Reservoir Bridge near Boonton.

Sign sites in Mercer County:

Trenton, settled 1679. Named for William Trent. State Capitol 1790. The sign is located on U.S. Route 1 southbound just north of the Brunswick Avenue Circle.

Sign sites in Hunterdon County:

Mount Airy, village grew around Holcomb's storehouse, built in 1743. The sign is located on Route U.S. 202 entering the town of Mt. Airy northbound from Lambertville.

Other historic sites signs along the State Highway System will be announced by the Highway Department as they are erected.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964

TRAFFIC REGULATIONS

Review of no-passing zones

Route 45

Gloucester & Salem Counties

Trenton, March 26 - The New Jersey State Highway Department today announced that a review of no-passing zones has been completed along Route 45 from Woodbury in Gloucester County to Salem in Salem County.

A Highway Department spokesman said that periodic reviews of no-passing areas are made on the entire highway system to determine if changes are necessary due to changing conditions along the highways.

The spokesman noted that minor changes were called for along Route 45. He further noted that there has been some misunderstanding among property owners where no-passing barriers transverse these residential or business driveways.

While the solid barrier line must not be crossed to begin a passing maneuver, it does not prohibit a left turn into a driveway, the spokesman said.

NP-64-5

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE THURSDAY P.M.'s

1964

TRAFFIC REGULATIONS

Route 63 & 169

Review of no-passing zones

Hudson & Bergen Counties

Trenton, March 26 - The New Jersey State Highway Department today announced that a review of no-passing zones had been completed along Route 63 in Bergen and Hudson Counties, and 169 in Bayonne and Jersey City in Hudson County.

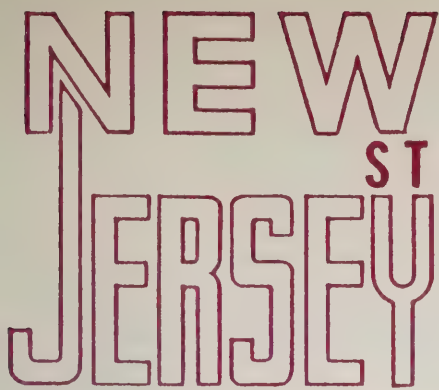
The review of no-passing areas along Route 63 and 169 resulted in some minor changes along both Routes.

A spokesman for the Highway Department said that periodic reviews are made on the State Highway System to determine if adjustments are needed for no-passing zones as conditions along the route change.

The spokesman pointed out that where a no-passing barrier line transverses a residential or business driveway, the solid barrier line, while prohibiting the beginning of a passing maneuver, does not prohibit a left turn across the barrier line into private or business driveways. There has been some misunderstanding about this the spokesman said.

NP-64-4 & 6

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Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information

Trenton 25, New Jersey

TU xedo 2-3000

RELEASE FRIDAY MARCH 20, 1964

WEEK OF MARCH 21 - MARCH 27

Trenton, March 20 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of March 21 - March 27.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area throughout the winter.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until September 1964.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 8 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken, and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Traffic will be reduced to one lane during installation of sanitary sewers. No weekend or evening interference.

Essex

Route 21, Newark and Belleville -- Chester Avenue, Newark, between Broadway and McCarter Highway is open only to local traffic and closed to Route 21 traffic. The connecting ramp between Chester Avenue and northbound McCarter Highway has been closed. Traffic on Broadway in Newark, and Washington Street in Belleville should use Little Street, Belleville to reach northbound Route 21. The condition will continue through May, 1964.

Route 1, Newark -- Slight interference due to improvement work at the exit from Port Street.

(more)

2.
1964
TRAFFIC CONDITIONS REPORT

Gloucester

Route 45, Mullica Hill -- Traffic will be detoured around the construction area during bridge demolition, grading and paving operations. The condition is the same as that which prevailed last week and it will continue for another month.

Route 45, Mantua, south of Woodbury -- Minor delays during installation of telephone conduit on the south side of the road.

Route 45, Woodbury -- Minor delays during installation of electric and gas utility lines. No evening or weekend interference.

Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnelle Avenue and the Paterson Plank Road.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Slight delays while construction vehicles move in the work area.

Middlesex

Route 18, Borough of New Brunswick -- Upper New Street is closed from Nielson Street to Route 18 until the New Street bridge is completed.

Route 18, East Brunswick and Madison Townships -- For the remainder of the winter, single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 9, Freehold and Manalapan Townships -- Slight interference during working hours while construction equipment moves throughout the project. The condition will continue for six months.

Route 35, Middletown -- Minor delays may be expected on Old Kings Highway on the northbound and the southbound lanes. Electrical installation work at the intersection of Tindall Road and Route 35 may cause slight interference to traffic. The condition will continue for from 4 to 6 weeks.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Temporary detour road will be in operation at Flat Creek for 6 months during bridge construction. Traffic will be restricted at East Creek and Waackaack Creek during drainage construction. The condition will continue for 1 year.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 2 months.

(more)

1964
TRAFFIC CONDITIONS REPORT

Somerset cont'd

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-206, Bedminster Twp. -- The northbound lanes of Route U.S. 202-206 are being used for two-way traffic. Motorists should exercise caution.

Union

Route 1, Linden -- During construction of turn-slots traffic will be reduced to two lanes.

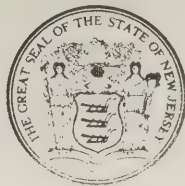
Warren

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964
BRIDGE PAINTING - BIDS

Trenton, March 19 - The New Jersey State Highway Department today announced it received bids on six contracts for painting a total of 14 bridges on the State Highway System.

The six projects include bridges in Bergen, Gloucester, Middlesex, Ocean, and Salem Counties.

The contracts will provide for painting steel girders, bearings, railings, lamp posts and all other surfaces requiring protective coatings.

A low bid of \$8,880.00 was received from Gerben Contracting Co., Inc., College Point, N.Y., on a contract for painting two bridges on Route 208 in the Boroughs of Fairlawn and Glen Rock, Bergen County. Other bidders on the project were: Tov Painting Corp., Suffern, N.Y., \$8,900.00; W. Pera Painting Co., Haddonfield, \$9,455.00; Nicholas Painting Co., Whitestone, N.Y., \$9,560.00; Jupiter Painting Contracting Co., Philadelphia, Pa., \$9,890.00; Hudson Maintenance Corp., L.I. City, N.Y., \$10,362.00; J. I. Haas, Inc., Jersey City, \$10,890.00 and Geo. Campbell and Co., Flushing, N.Y., \$11,500.00.

A low bid of \$9,455.00 was received from W. Pera Painting Co., Haddonfield, on a contract for the painting of six bridges on Route 17 in the Borough of Ramsey and the Township of Mahwah, Bergen County. Other bidders on the contract were: Nicholas Painting Co., Whitestone, N.Y., \$9,760.00; Hudson Maintenance Corp., L.I. City, N.Y., \$9,943.00; Jupiter Painting Contracting Co., Phila., Pa., \$11,190.00; J. I. Haas Co., Inc., Jersey City, \$11,190.00; Tov Painting Corp., Suffern, N.Y., \$11,600.00; Geo. Campbell and Co., Flushing, N.Y.,
(more)

1964

BRIDGE PAINTING - BIDS

\$12,320.00.

A low bid of \$18,420.00 was received from Nicholas Painting Co., Whitestone, N.Y., on a contract for painting three drawbridges on Route U.S. 130 and Route 44 in the Borough of Paulsboro, Logan Township and Oldmans Township in Gloucester and Salem Counties. Other bidders on the project were: Ponns and Thomas Co., Essington, Pa., \$18,793.00; Singelis Painting Co., Inc., Phila., Pa., \$19,800.; Geo. Campbell and Co., Flushing, NY, \$19,985.00; J. I. Haas Co., Inc., Jersey City, \$26,920.00; and Jupiter Painting Contracting Co., Phila., Pa., \$26,970.00.

A low bid of \$26,780.00 was received from Nicholas Painting Co., Whitestone, N.Y., on a contract for painting of the Passaic River drawbridge on Route 3 in the Borough of Rutherford, Bergen County. Other bidders on the project were: Geo. Campbell and Co., Flushing, N.Y., \$27,500.00; Hudson Maintenance Corp., Long Island City, N.Y., \$30,000.00; J. I. Haas Co., Inc., Jersey City, \$34,970.00; Jupiter Painting Contracting Co., Phila., Pa., \$39,850.00; Gerben Contracting Co., Inc., College Point, N.Y., \$51,884.00 and Tov Painting Corp., \$66,000.00.

A low bid of \$44,000.00 was received from Ponns and Thomas Co., Essington, Pa., on a contract for partial sand blasting and complete painting of the Manahawkin Bay Bridge on Route 72 in Stafford Township, Ocean County. Other bidders on the project were: Nicholas Painting Co., Whitestone, N.Y., \$47,130.00; Tov Painting Corp., Suffern, N.Y., \$49,800.00; Singelis Industrial Painting Co., Phila., Pa., \$49,900.00; Jupiter Painting Co., Phila., Pa., \$51,900.00; W. Pera Painting Co., Haddonfield, \$54,795.00; Hudson Maintenance Corp., L.I. City, N.Y., \$73,830.00;
(more)

1964BRIDGE PAINTING - BIDS

Geo. Campbell and Co., Flushing, N.Y., \$81,000.00 and J. I. Haas Co., Inc., Jersey City, \$97,840.00.

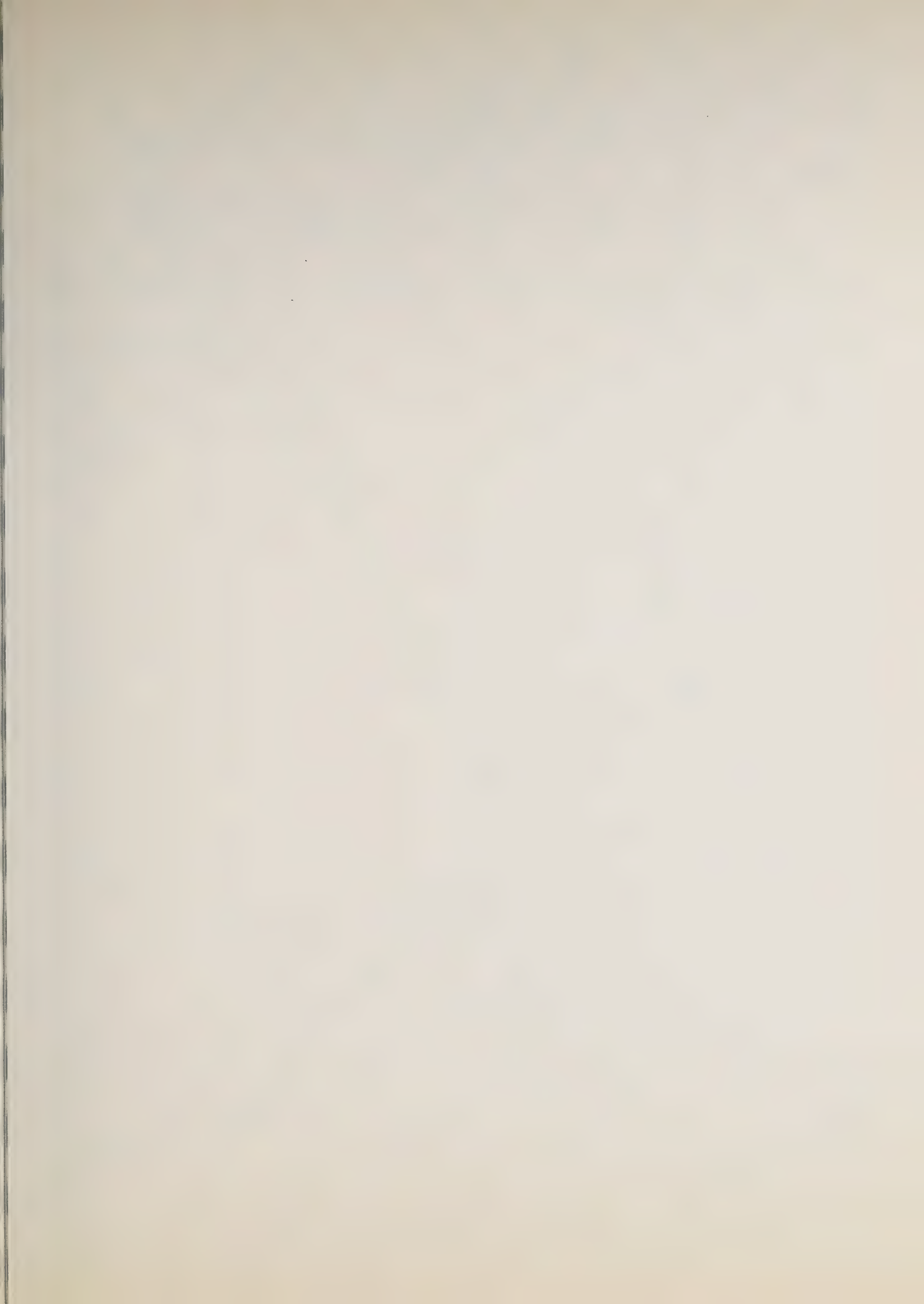
A low bid of \$34,220.00 was received from Nicholas Painting Co., Whitestone, N.Y., on a contract for painting the drawbridge carrying Route 35 over the Raritan River in Perth Amboy, Middlesex County. Other bidders on the project were: Geo. Campbell and Co., Flushing, N.Y., \$44,900.00; Hudson Maintenance Corp., L.I. City, N.Y., \$52,980.00; Tov Painting Corp., Suffern, N.Y., \$57,000.00; Jupiter Painting Contracting Co., Phila., Pa., \$57,940.00; J. I. Haas Co., Inc., Jersey City, \$62,280.00 and Gerben Contracting Co., Inc., College Point, N.Y., \$63,750.00.

Steelwork on the more than 2,000 State Highway bridges is normally repainted every seven years except in industrial and seashore areas where corrosive elements in the atmosphere require painting work to be done at more frequent intervals.

Costs of the projects will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

64-Maint.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1964

ROUTE 10 BIDS

E. Hanover Twp., Morris Co.

Trenton, Mar. 19 - The New Jersey State Highway Department today announced a low bid of \$69,767.35 was received from Ralph Barrone and Sons, Kenilworth, for the improvement of a portion of Route 10 including the construction of turnarounds at Mount Pleasant Avenue in Morris County.

Other bidders on the project were: C. H. Winans Co., Roselle, \$73,072.66; J.W. Fasano, Inc., Hanover, \$73,472.15; Della Pello Contracting Co., Union, \$78,429.43; Franklin Contracting Co., Little Falls, \$79,565.00; Tri-County Asphalt Corp., Roseland, \$84,335.00; J. F. Chapman & Son, Hillside, \$88,783.65; P. Michelotti & Sons, Saddle Brook, \$97,897.40; C. F. Malanka & Sons, Union City, \$135,159.10.

The 0.28 mile project is intended to improve traffic movement in the vicinity of the intersection of Route 10 and Mount Pleasant Avenue in East Hanover Township.

At present both directions of traffic on Route 10 connect with both directions of traffic on Mount Pleasant Avenue through a channelized intersection.

The channelized intersection will be replaced by a left turn jughandle permitting eastbound Route 10 traffic to reach Mount Pleasant Avenue and then use a new connecting roadway to cross the highway or to turn safely to the westbound lanes.

(more)

1964
ROUTE 10 BIDS
E. Hanover Twp., Morris Co.

Westbound Route 10 traffic desiring to make a turnaround to the eastbound lanes or to cross the highway to reach Mount Pleasant Avenue will use a new left turn jughandle under the protection of traffic signals.

Costs of the project will be paid entirely by the State Highway Department.
All bids will be reviewed before a contract is awarded.

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10, LD
64-N-41

NEW JERSEY

STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY MARCH 20, 1964

WEEK OF MARCH 21 - MARCH 27

Trenton, March 20 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of March 21 - March 27.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area throughout the winter.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

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Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until September 1964.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 8 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken, and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Traffic will be reduced to one lane during installation of sanitary sewers. No weekend or evening interference.

Essex

Route 21, Newark and Belleville -- Chester Avenue, Newark, between Broadway and McCarter Highway is open only to local traffic and closed to Route 21 traffic. The connecting ramp between Chester Avenue and northbound McCarter Highway has been closed. Traffic on Broadway in Newark, and Washington Street in Belleville should use Little Street, Belleville to reach northbound Route 21. The condition will continue through May, 1964.

Route 1, Newark -- Slight interference due to improvement work at the exit from Port Street.

(more)

1964
TRAFFIC CONDITIONS REPORT

Gloucester

Route 45, Mullica Hill -- Traffic will be detoured around the construction area during bridge demolition, grading and paving operations. The condition is the same as that which prevailed last week and it will continue for another month.

Route 45, Mantua, south of Woodbury -- Minor delays during installation of telephone conduit on the south side of the road.

Route 45, Woodbury -- Minor delays during installation of electric and gas utility lines. No evening or weekend interference.

Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnelle Avenue and the Paterson Plank Road.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Slight delays while construction vehicles move in the work area.

Middlesex

Route 18, Borough of New Brunswick -- Upper New Street is closed from Nielson Street to Route 18 until the New Street bridge is completed.

Route 18, East Brunswick and Madison Townships -- For the remainder of the winter, single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

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Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

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Route 9, Freehold and Manalapan Townships -- Slight interference during working hours while construction equipment moves throughout the project. The condition will continue for six months.

Route 35, Middletown -- Minor delays may be expected on Old Kings Highway on the northbound and the southbound lanes. Electrical installation work at the intersection of Tindall Road and Route 35 may cause slight interference to traffic. The condition will continue for from 4 to 6 weeks.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Temporary detour road will be in operation at Flat Creek for 6 months during bridge construction. Traffic will be restricted at East Creek and Waackaack Creek during drainage construction. The condition will continue for 1 year.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 2 months.

(more)

1964
TRAFFIC CONDITIONS REPORT

Somerset cont'd

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-206, Bedminster Twp. -- The northbound lanes of Route U.S. 202-206 are being used for two-way traffic. Motorists should exercise caution.

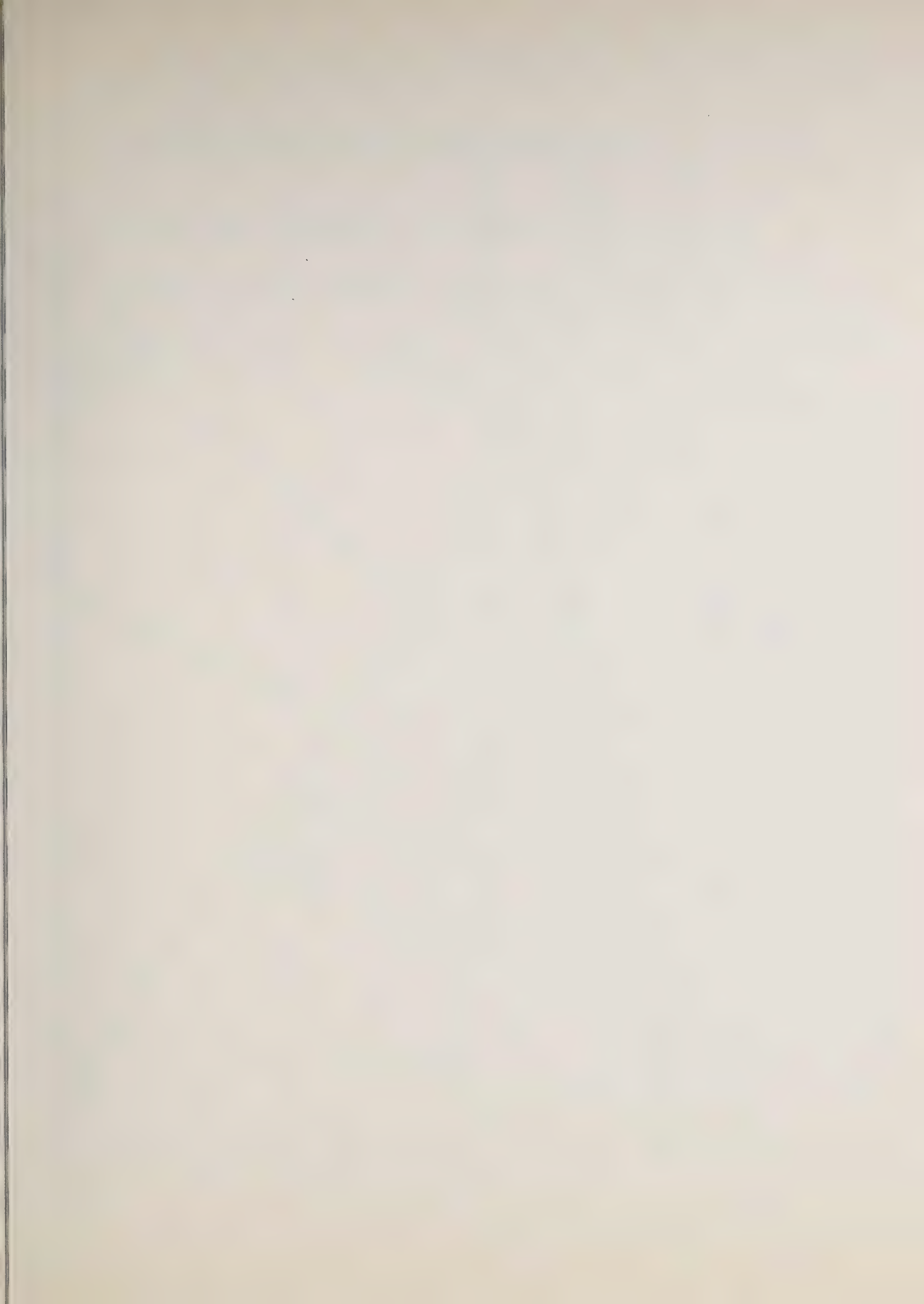
Union

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Warren

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s



1964
ROUTE 42 FREEWAY - ADV
Gloucester Township
Camden County

Trenton, March 19 - The New Jersey State Highway Department today announced it will receive bids April 9 for widening a portion of Route 42 Freeway in Camden County.

Work on the 0.8 mile project, which will extend from the vicinity of the Grenloch-Little Gloucester Road southward to the vicinity of Sicklertown Road, will consist of widening of the Freeway in the vicinity of its southern terminus at Sicklertown Road.

The improvement is needed in anticipation of a substantial increase in traffic expected to be generated by construction of the Atlantic City Expressway.

Route 42 presently carries two lanes of traffic in each direction, northbound and southbound on roadways paved with reinforced concrete and separated by a grass median divider.

South of Grenloch - Little Gloucester Road, a new lane will be added along the inside of the existing southbound roadway. The added lane will be of reinforced concrete.

In the same area a new lane will be added along the inside edge of the existing northbound roadway. The **entire** northbound roadway will be paved with bituminous concrete.

Bituminous shoulders will border the inner and outer edges of both roadways.

(more)

1964
ROUTE 42 FREEWAY - ADV
Gloucester Township
Camden County

In the vicinity of the Sicklertown Road overpass, the southbound roadways will be widened to four lanes and surfaced with bituminous concrete .

Three inner lanes of through northbound traffic will be available at Sicklertown Road separated by white concrete vertical curb from three outer lanes which will permit connections to and from Sicklertown Road. The entire surface of the 6 northbound lanes at this location will be bituminous concrete.

In the vicinity of the Sicklertown Road overpass, the roadways will be separated by a median divider.

The bridges carrying the roadways of Route 42 over Sicklertown Road will be widened to accommodate the added capacity of the highway.

Costs of the project, which is expected to be completed by July 15, 1964, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

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42,15E
64-N-35

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
INFORMATION CENTER
Route 46
Mount Olive Township
Morris County

Trenton, March 19 - The New Jersey State Highway Department today announced it will open a one-day Information Center Saturday, April 4 to explain construction which recently started along Route 46 in Mount Olive Township, Morris County.

The construction projects call for widening Route 46 from its junction with Interstate Route 80 westward for about four miles to Drakestown Road. Expansion of the highway to four lanes is needed, according to a Department spokesman, to accommodate the heavy traffic traveling the road today, and to handle higher traffic volumes which will be generated by Interstate Route 80 when it is completed.

The Information Center will be in the Mount Olive Township Municipal Building on Route 46 near Budd Lake from 11 a.m. to 7 p.m. The Center was scheduled on Saturday for the convenience of out-of-town property owners who may want to visit the Center.

Highway Department construction engineers and right-of-way officials will be on hand to explain the plans which will be on display, and answer questions.

The spokesman said property owners whose frontages are affected by the construction can help themselves and the construction crews by informing the Highway Department of the location of their cesspools before excavation work begins. He invited the owners to call the Highway Resident Engineer,

(more)

1964
INFORMATION CENTER
Route 46
Mount Olive Township
Morris County

Mr. Eugene Salvia at 347-0292. His field office is located on Route 46 at Budd Lake.

Information Centers are a new service inaugurated by the Department to bring full information on construction and right-of-way details to local residents.

Previous Centers held in Parsippany-Troy Hills Township, Morris County, and Freehold, Monmouth County, have proved valuable in clarifying the plans to individuals, forestalling potential problems, and coordinating landowner's development plans with the highway plans.

Mount Olive Township residents can expect construction to follow generally the same sequence on both Route 46 projects. The Tri-County Asphalt Corporation's construction crews will work from Route 80 to Mount Olive Road under its \$700,000 contract, and the Sam Braen Construction Company will work from Mount Olive Road to Drakestown Road under its \$1.2 million contract.

The sequence calls for clearing land on either or both sides of the highway, resetting mailboxes behind the right-of-way boundaries, and removing signs or other items after discussions with available owners.

Next, drainage pipes will be installed along the westbound side of the highway.

Then, the land along both sides of the existing two-lane highway will be excavated, and two new bituminous concrete traffic lanes will be constructed

(more)

1964
INFORMATION CENTER
Route 46
Mount Olive Township
Morris County

and curbs installed. Traffic will continue to use the existing highway while the new outer lanes are installed.

Next, traffic will be shifted to the new outer lanes while the existing two-lane pavement is replaced or resurfaced. The spokesman noted that driveways will be kept open while construction is going on, and rehabilitated before the work is completed.

Finally the new 46-foot wide highway will be landscaped and spruced up.

Work already has begun on the two projects. In the section between Route 80 and Mount Olive Road, land alongside the highway is being cleared and stripped of topsoil, and installation of drainage pipe is getting underway. From Mount Olive Road to Drakestown Road, clearing the land needed to widen the highway is just beginning. The spokesman noted the shore of Budd Lake will have to be filled in widths varying up to 50 feet, but added that the municipality beach won't be affected.

Highway Right-of-Way officials reported that owners of properties affected by the widening have been notified by mail, and advised of the procedures the Department will follow in purchasing the necessary land.

First, Highway Department representatives will visit the properties, inventory its features and buildings, and take photographs.

Next, Departmental, and if necessary, local appraisers hired by the Department, will appraise the properties; and finally, Highway negotiators will call on the owners to purchase the necessary land.

(more)

1964
INFORMATION CENTER
Route 46
Mount Olive Township
Morris County

The spokesman pointed out the negotiations procedures are similar to private person-to-person transactions. He said the one main exception being that the State, because it is acting in the public interest, has the right to require the owner to sell his property at a fair price.

If the owner exercises his right to reject the offer, a court-appointed three-man commission will set the fair market price. If the owner still thinks the price is not fair, he can appeal to the State Superior Court and the price will be fixed by jury trial.

The official noted that construction crews may have to enter some vacant properties before titles have been transferred to the State. Such entries, he said are required by law, if the entries will hasten construction. He emphasized, however, that prior entry will not alter in the slightest the fair market price of the land to which the owners are entitled as just compensation.

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RELEASE THURSDAY P.M.'s

1964

INTERSTATE ROUTE 78

Purchase of Right-of-Way
Hunterdon County

Trenton, March 19 - The New Jersey State Highway Department today announced it will soon begin the process of purchasing the right-of-way needed to construct Interstate Route 78 in Hunterdon County.

Some 21 owners whose properties lie within, or touch, the 3.5-mile long right-of-way corridor, have received letters advising them their properties will be affected, and explaining the Department's procedures for purchasing the land.

The affected properties are located in Lebanon Borough; Clinton and Readington Townships. Boundaries for the right-of-way project are Cokesbury Road in Lebanon, and Halls Mills Road in Readington.

The corridor for the future superhighway, generally about 300 feet wide, starts its journey eastward from Cokesbury Road, roughly 1,000 feet north of Route 22.

About a mile east of Cokesbury Road, the Route 78 alignment curves gradually northward, crosses Potterstown-Oldwick Road some 400 feet north of Halls Mills-Potterstown Road.

The corridor then continues eastward, and crosses Halls Mills Road about a quarter-mile north of its junction with Potterstown-Halls Mills Road.

The new right-of-way project joins others now underway along most of the Freeway alignment from Clinton eastward for some 30 miles through Springfield in Union County.

(more)

1964
Interstate Route 78
Purchase of Right-of-Way
Hunterdon County

The letters recently sent to land owners were the first step in the Highway Department's procedure for acquiring property needed for the highway's right-of-way. Next, the owners will receive visits from Department representatives who will list the features and history of the properties, and photograph the buildings.

The next step will see State Highway Department appraisers visiting the property to ascertain fair market values. The fourth phase will bring Department negotiators to the owners to negotiate the sale of the properties.

The spokesman pointed out the negotiation procedures are similar to private transactions. He said the one main exception -- the State's obligation to require sale of the property in the public interest -- does not deprive owners of any rights other than exercising his choice not to sell.

If the owner exercises his right to reject the offer, a court-appointed three-man commission will set the fair market price. If the owner still thinks the price is not fair, he can appeal to the superior court, and the price will be fixed by jury trial.

The official noted that construction crews may have to enter some vacant properties before titles have been transferred to the State. Such entries he noted, are required by law if necessary to keep construction going. He emphasized, however, that prior entry will not alter in the slightest the fair market price of the land to which the owners are entitled as just compensation.

(more)



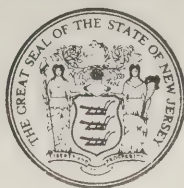
1964
Interstate Route 78
Purchase of Right-of-Way
Hunterdon County

The letters to affected property owners also offer a new Relocation Advisory Assistance service to owners and tenants who must move out of the way of the Federal Aid highway construction. This program is designed to aid them in finding new residences. Another part of the same service, available after the families or tenants move, will pay up to \$200 of the moving costs.

If a business must relocate, a moving cost payment of up to \$3,000 will be available. The spokesman added that the Department will contact those eligible for the services well in advance of their actual need.

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RELEASE THURSDAY P.M.'s

1964

Interstate Route 78 - ADV
Demolition of Buildings
Springfield Township
Union County

Trenton, March 19 - The New Jersey State Highway Department today announced it will receive bids April 9 for demolition of buildings on a portion of proposed Interstate Route 78 in Union County.

Approximately 24 buildings will be demolished at various locations in a 0.7 mile long corridor extending from Clairmont Place eastward to Morris Road in Springfield Township.

The work area is located within the proposed intersection of Interstate Route 78 and the Route 24 Freeway.

Work will be performed on a selective basis as properties become available and the occupants of the buildings move out.

Precautions will be observed to assure safety to motorists and pedestrians in the work area.

Ninety percent of the costs of the project, which is expected to take 40 working days to complete, will be paid by the Federal Government while the remaining ten percent will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

78,58
64-I-15

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE THURSDAY P.M.'s



1964
BUILDING SALE
Ewing Township
Mercer County

Trenton, March 19 - The New Jersey State Highway Department today announced it will hold a sale March 26 for a single home located at 728-730 River Road in Ewing Township, Mercer County.

A Department auctioneer will call for the first bid at 10:30 a.m. in the house, a two-story stone-and-frame structure.

The home has a full basement and cinder block walls which are faced with native stone on the first story. The upper part of the house was a clapboard exterior under a gable roof.

The first floor contains a living room with fireplace, kitchen, dining room, TV room, sewing room, a full bath and porch.

The second floor has two bedrooms, full bath, powder room, and a sundeck outside the master bedroom.

The spokesman said the purpose of the sale is to give anyone interested an opportunity to purchase it, and move it out of the path of coming Route 29 Freeway construction. Similar sales held during recent years have saved hundreds of homes from demolition, and returned or saved the Department nearly \$1 million.

In addition to returning the residence to service as a home, Ewing Township will benefit by retaining a ratable building on its tax rolls.

RELEASE UPON RECEIPT

646

The philosophy of the engineer's approach to highway safety was succinctly stated by Sidney J. Williams, the late assistant to the President of the National Safety Council.

In testimony before a Senate Sub Committee on the safety aspects of highway improvement, Williams said - "a vital part of this program of highway improvement is to build safety into our highways just as we increasingly build safety into our schools, factories, motor cars, and household appliances.

"In the long run, this is actually the cheapest way to prevent accidents; a highway, a machine, or a building with safety built in will stay that way for many years."

With New Jersey's record of being the most heavily traveled State in the Union, and with traffic increasing at a rate better than five percent annually, no wonder the State Highway Department incorporates all safety features the highway engineers can create.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

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IMMEDIATE RELEASE



1964
ROUTE 75
CENTRAL WARD

Trenton, March 17 - Leaders of the City of Newark's Central Ward, meeting with State Highway Commissioner Dwight R. G. Palmer, have agreed that plans for relocation of families to be dislocated by the proposed Route 75 Freeway and adjacent urban renewal areas must be given careful and due consideration.

Councilman Irvine Turner and Messrs. Timothy Still, Alfred Jackson and Arthur Love met with Commissioner Palmer and his staff to discuss the needs of families living in the path of the future superhighway.

Route 75 will connect Interstate Route 78 on the south with Interstate Route 280 on the north. It traverses a sector of the City of Newark where extensive urban renewal projects will be undertaken. The estimated cost of the 3-mile depressed route is approximately \$30 million.

The local leaders pointed out that it was doubtful if housing space presently available or planned by the City would be sufficient to absorb all of those who would be affected by the urban renewal projects and the highway, which passes through them for much of its length.

Commissioner Palmer said Highway Department officials would coordinate their efforts with those of the urban renewal officials in an effort to insure that adequate housing space was available to take care of those affected by the highway before it actually goes under construction.

A public hearing was held on the alignment of the route in February and the normal time required for engineering and acquisition of right of way on a project of this magnitude runs from 18 months to 2 years.

(more)

1964
ROUTE 75
CENTRAL WARD

The Commissioner also assured the local leaders that the Highway Department, acting through its Advisory Relocation Assistance Program, would do all in its power to help secure housing for families affected by the route as well as pay a portion of moving costs.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE UPON RECEIPT



1964
TRAFFIC REGULATIONS
Route 28
Middlesex Borough
Middlesex County

Trenton, March 17 - The New Jersey State Highway Department today announced new no-parking regulations along Route 28 in Middlesex Borough, Middlesex County.

Stopping or standing is prohibited at all times along the northerly (westbound) side of Route 28 (Main Street) between a point 95 feet east of the easterly curb line of North Lincoln Avenue and the intersection of Route 28 (Main Street).

Along the southerly (eastbound) side of Route 28 (Main Street) between the intersection of Route 28 (Main Street) and the intersection of South Lincoln Avenue.

Stopping or standing in this area is being prohibited because of the installation of a traffic signal at the intersection of Route 28 (Main Street) and Lincoln Avenue.

The regulation will become effective with the posting of regulatory signs. This is expected within two weeks.

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RP-64-10

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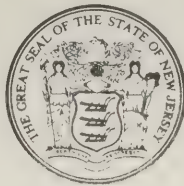
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1920

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RELEASE UPON RECEIPT

1964
TRAFFIC REGUAI TIONS
Route 17
Ramsey Borough
Bergen County

Trenton, March 17 - The New Jersey State Highway Department today announced new no-parking regulations along Route 17 in Ramsey Borough, Bergen County.

Stopping or standing will be prohibited at all times along the easterly (northbound) side of Route 17 between the intersection of Airmount Avenue and the Ramsey Borough - Mahwah Township Corporate line.

The Borough of Ramsey has requested the regulation and after traffic studies in the area the Highway Department has found it to be necessary for a more orderly flow of traffic.

The new regulation will become effective with the posting of regulatory signs within the area. This is expected within two weeks.

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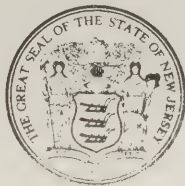
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NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE UPON RECEIPT



1964

TRAFFIC REGULATIONS
Route 70 & 295 Interchange
Cherry Hill Township
Camden County

Trenton, March 17 - The New Jersey State Highway Department today announced new no-parking areas along Route 70 and the Interstate Route 295 interchange in Cherry Hill Township, Camden County.

Stopping or standing will be prohibited at all times along both sides of Route 70 between 500 feet west and 500 feet east of the Route 295 interchange, including all ramps and connections under the jurisdiction of the State Highway Department.

Parking in this area, created hazardous conditions. Traffic coming off the 295 ramps have been forced to move to the first lane of traffic rather than a gradual merging. During snow storms, clearing operations were difficult.

The new no-parking regulation will become effective with the posting of regulatory signs in the area. This is expected within two weeks.

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RP-64-9

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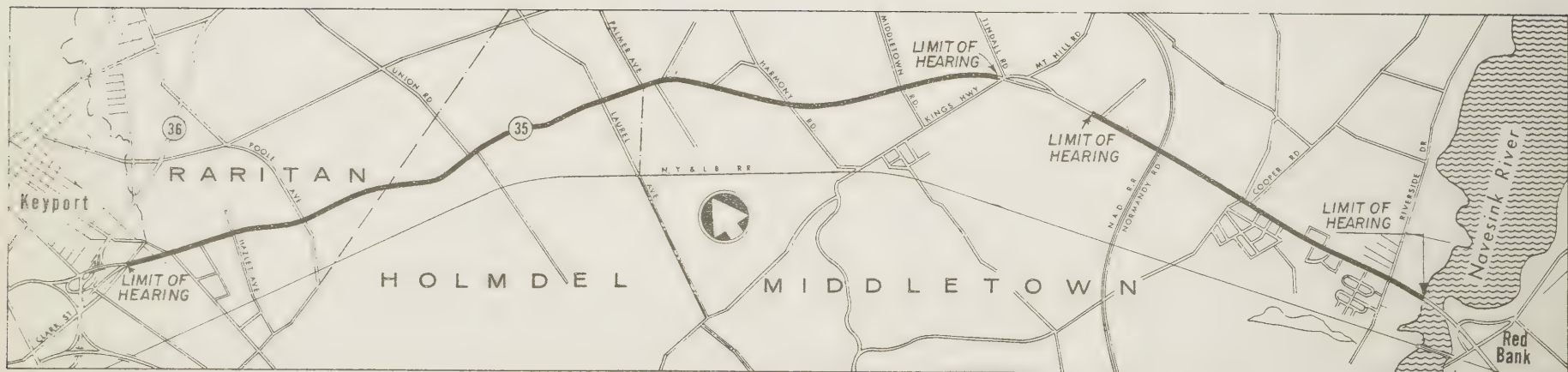
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Conclusion

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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RELEASE P.M.'s March 17

1964

Route 35 - HEARING
Borough of Keyport
Townships of Raritan,
Holmdel, Middletown
Monmouth County

Trenton, March 17 - The New Jersey State Highway Department today announced a public hearing will be held April 16 to explain plans for safety improvements on a 10-mile portion of Route 35 north of Red Bank in Monmouth County.

The hearing will begin at 10:30 a.m. in the Middletown Fire House, Longwood Road and Route 35 in the Township of Middletown.

State Highway Department engineers will explain plans for safety improvements to be incorporated in the portion of Route 35 from the vicinity of Route 36 eastward to the Navesink River, through the Borough of Keyport and the Townships of Holmdel, Raritan and Middletown.

Not to be included in the hearing will be about 3000 feet of the route extending westward from the vicinity of Kings Highway, which is presently being improved.

The proposed improvements will consist of widening of the route, construction of barrier curb, construction of left turn jug handles at selected intersections and resurfacing with bituminous concrete.

Two lanes of traffic would be carried on each side of the barrier curb on traffic lanes eleven feet wide. The outer edges of the pavement would be bordered by bituminous shoulders eight feet in width.

Existing structures carrying the Route over Waycake Creek and Mahoros Creek would be widened.

(more)

1964
Route 35 - HEARING
Borough of Keyport
Townships of Raritan,
Holmdel, Middletown
Monmouth County

Proposed locations of left turn jug handles and intersection improvements would include:

1. Navesink River Road
2. Pine Street
3. Chapel Hill Road - Oak Hill Road
4. Crestview Drive
5. Apple Brook Farm Lane
6. Kings Highway - Tindall Road
7. New Monmouth Road - Middletown Road
8. Kings Highway - Harmony Road
9. Cherry Tree Farm Road (County Road 516)
10. Laurel Avenue (County Road 516)
11. Centerville Road - Union Road
12. Bethany Road - Poole Avenue
13. Hazlet Avenue
14. Keyport - Holmdel Road

RELEASE UPON RECEIPT

645

The heart of New Jersey's Master Plan for highways is the construction of 376 miles of Interstate and Defense network, dualization or widening of more than half the 1861 miles of existing State highways, and many individual improvements.

The total cost of the Plan is estimated at nearly three billion dollars, with a completion date set at 1975.

The average cost of one new mile of urban freeway in New Jersey is six million dollars. This may seem to be a staggering amount when compared with the U.S. Department of Labor estimate, back in 1926, that one mile of the Roman Empire Appian Way cost \$300,000, (albeit slave labor was used considerably).

But the Appian Way was built for chariots, not for tandem tractor trailers weighing scores of tons, and the Appian Way was only wide enough to permit chariots to pass, while New Jersey's freeways are designed to allow two, three and even four lanes of traffic to flow in each direction.

The modern freeway in New Jersey is built not only to last through the year 2000, its limitation of access to pre-planned locations insures the traffic carrying capacity will remain as long as the freeway does, and not be choked down to a trickle because of marginal development.

Continued

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY MARCH 13, 1964

WEEK OF MARCH 14 - MARCH 20

Trenton, March 13 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of March 14 - March 20.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area throughout the winter.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic. Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until September 1964.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 9 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken, and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Traffic will be reduced to one lane during installation of sanitary sewers. No weekend or evening interference.

Essex

Route 21, Newark and Belleville -- Chester Avenue, Newark, between Broadway and McCarter Highway is open only to local traffic and closed to Route 21 traffic. The connecting ramp between Chester Avenue and northbound McCarter Highway has been closed. Traffic on Broadway in Newark, and Washington Street in Belleville should use Little Street, Belleville to reach northbound Route 21. The condition will continue until May, 1964.

Route 1, Newark -- Slight interference due to improvement work at the exit from Port Street.

(more)

1964
TRAFFIC CONDITIONS REPORT

Gloucester

Route 45, Mullica Hill -- Traffic will be detoured around the construction area during bridge demolition, grading and paving operations. The condition is the same as that which prevailed last week and it will continue for another month.

Route 45, Mantua, south of Woodbury -- Minor delays during installation of telephone conduit on the south side of the road.

Route 45, Woodbury -- Minor delays during installation of electric and gas utility lines. No evening or weekend interference.

Hudson

Route 3, Secaucus -- Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Slight delays while construction vehicles move in the work area during barrier curb construction.

Middlesex

Route 18, Borough of New Brunswick -- Upper New Street is closed from Nielson Street to Route 18 until the New Street bridge is completed.

Route 18, East Brunswick and Madison Townships -- For the remainder of the winter, single lane traffic will be maintained on the southbound roadway at the Main Street ramp area. All other roadways are open. Motorists should exercise caution when moving through areas where shoulders are under construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 35, Middletown -- Minor delays may be expected on Old Kings Highway on the northbound and the southbound lanes. Electrical installation work at the intersection of Tindall Road and Route 35 may cause slight interference to traffic. The condition will continue for from 4 to 6 weeks.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Temporary detour road will be in operation at Flat Creek for 6 months during bridge construction. Traffic will be restricted at East Creek and Waackaack Creek during drainage construction. The condition will continue for 1 year.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206 when construction equipment moves around the work site. The condition will continue for 2 months.

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-206, Bedminster Twp. -- The northbound lanes of Route U.S. 202-206 are being used for two-way traffic. Motorists should exercise caution.

(more)

1964
TRAFFIC CONDITIONS REPORT

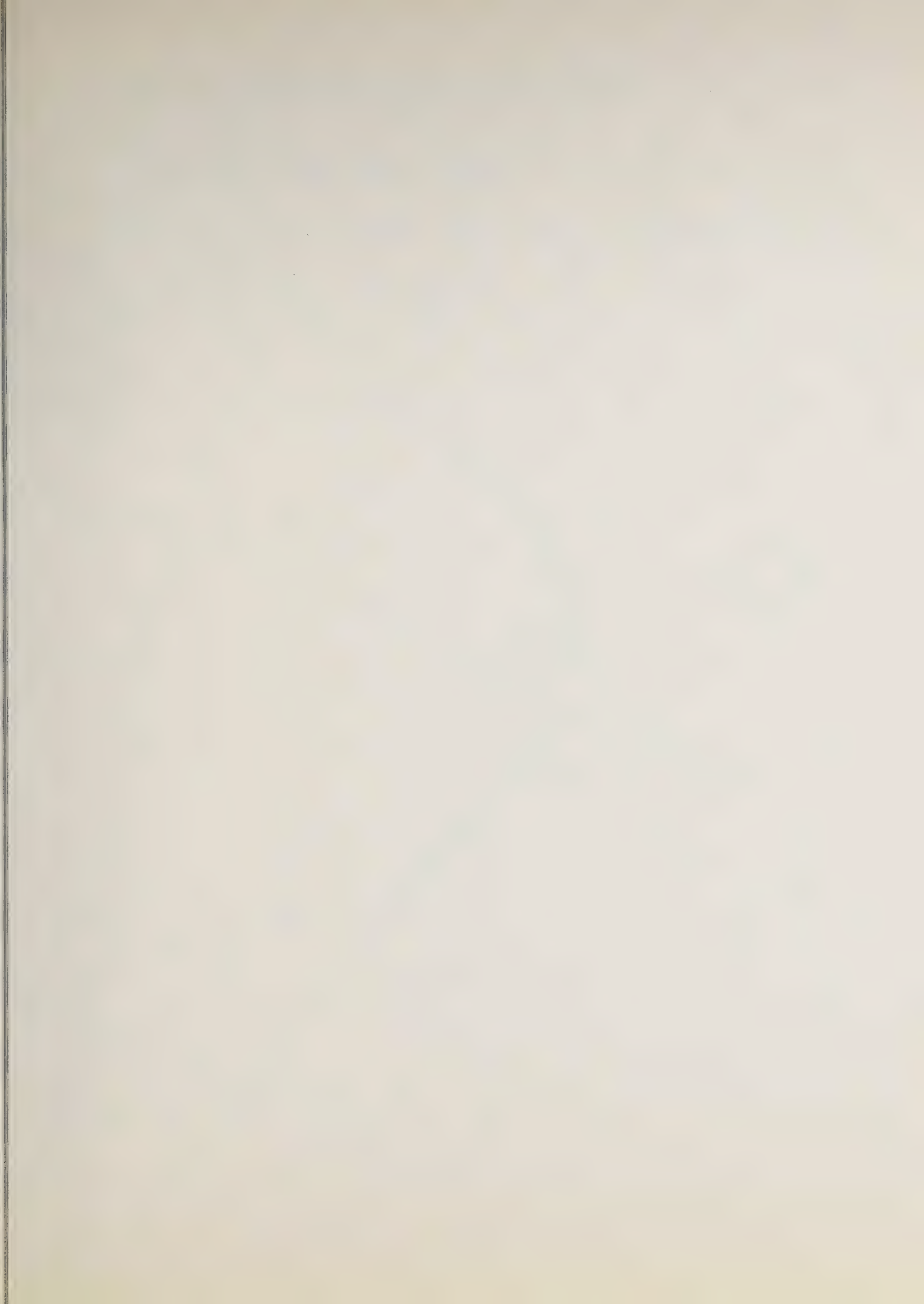
Union

Route 1, Linden -- During construction of turn-slots traffic will be reduced to two lanes.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during construction operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1964

INTERSTATE ROUTE 280 - BIDS
West Orange
Essex County

Trenton, March 12 - The New Jersey State Highway Department today announced it received a low bid of \$2,110,318.05 from Public Constructors, Inc., Blackwood on an Interstate Route 280 interchange at Prospect Avenue in West Orange, Essex County.

Other bidders on the project were: Geo. M. Brewster and Son, Inc., Bogota, \$2,174,032.30; Franklin Contracting Co., Little Falls, \$2,277,056.58; Conduit and Foundation Corp., Philadelphia, Pa., \$2,296,903.35; S. J. Groves and Sons Co., Woodbridge, \$2,312,458.15.

Work on the 0.9 mile interchange project will consist in part of grading a portion of the mainline of Route 280 in the vicinity of the intersection with Prospect Avenue.

The graded width of the Route 280 portion of the project will vary from about 120 feet to about 140 feet. Access roads and connecting ramps for a proposed future interchange at the Prospect Avenue intersection will also be partially graded.

As part of this project, a bridge will be built to carry one lane of Prospect Avenue traffic in each direction over Route 280, while a second bridge, planned for future construction is being built. Eventually two lanes of one way traffic will be carried on each bridge.

Prospect Avenue will be relocated and dualized through the intersection and portions of it will be widened and repaved. Instead of the present single

(more)

1964
INTERSTATE ROUTE 280 - BIDS
West Orange
Essex County

lane of traffic it carries in each direction, northbound and southbound, it will ultimately carry 2 lanes in each direction.

Interstate Route 280 in this area will eventually consist of 4 traffic lanes in each direction, eastbound and westbound, separated by white concrete barrier curb.

Underground drainage and electrical work will be included in the project.

Costs of the project, which is expected to take 200 working days to complete, will be paid by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

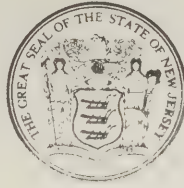
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63-I-29

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1964
SALE OF BUILDINGS
West Orange
Essex County

Trenton, March 12 - The New Jersey State Highway Department today scheduled a public sale March 17 for eighteen vacant homes located in West Orange, East Orange, and Orange, in Essex County.

A Highway Department auctioneer will start the sale 11:30 a.m. at 9 Devore Road in West Orange and accept bids from persons interested in purchasing and moving the houses off the Highway property. The land on which the houses now stand was purchased by the Highway Department so Interstate Route 280 can be constructed.

Similar sales held during recent years have saved hundreds of serviceable homes, and has regained and saved about \$1 million for the State. Municipal Governments benefit from the sales by the return of ratable buildings to the tax rolls. "Clearance Sales" of pieces of land left after highway construction has been completed have returned about \$350,000. to the State.

In West Orange, the following buildings are included in the sale: a split level house at 9 Devore Road, a two-family dwelling at 70 Mount Pleasant Avenue, single-family houses at 54 and 67 Gaston Street, a two-family structure at 41 Northfield Avenue. Also in West Orange, two, two-family houses at 62 Wheeler Street and 394 Valley Road.

In Orange, a one-family house at 516 Madison Street, two-family dwellings at 77 and 84 South Center Street, a single-family home at 191 South Street, a two-family dwelling at 102 South Street, and two single-family houses

(more)

1964
SALE OF BUILDINGS
West Orange
Essex County

96 and 159 South Street.

In East Orange, a brick-and-block store at 41-47 Halsted Street, a 3-story rooming house at 35 South Burnett Street, a one-family house at 27 Ivanhoe Terrace, and a two-family dwelling at 11 Ivanhoe Terrace.

Many of the houses have garages and smaller structures which will be sold as separate units.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1964

Interstate Route 78 - BIDS

Pluckemin

Bernards Twp., Bridgewater Twp.

Warren Twp., Somerset County

Trenton, March 12 - The New Jersey State Highway Department today announced it received a low bid of \$2,517,074.58 from Public Constructors, Inc., Blackwood, for incidental grading, drainage structures and the construction of bridges on a portion of Interstate Route 78 in Somerset County.

Other bidders on the project were: Franklin Contracting Co., Little Falls, \$2,573,423.94; El-Dorer Contracting Co., Plainfield, \$2,729,105.72; Poirier and McLane Corp., N.Y.C., \$2,789,010.79; Mal-Bros Contracting Co., West Caldwell, \$2,858,618.87; Geo. M. Brewster and Son, Inc., Bogota, \$2,962,478.01; Conduit and Foundation Corp., Philadelphia, Pa., \$3,194,086.79 and Schiavone Construction Co., Inc., Secaucus, \$3,199,289.65.

Work will include the construction of bridges, bridge approach roadways and roadway grading at selected locations along the proposed line of Route 78 from the intersection with Route 287 eastward to King George Road in Pluckemin, Bernards Township, Bridgewater Township and Warren Township.

At the proposed intersection of Interstate Route 78 with Route U.S. 202-206 in Pluckemin, two new bridges will be built to carry the roadways of Route 78 over the highway.

In Bridgewater Township at the intersection of Washington Valley Road with the Interstate Route, two new bridges will be built to carry the roadways of Route 78 over the local road.

(more)

1964

Interstate Route 78 - BIDS

Pluckemin

Bernards Twp., Bridgewater Twp.

Warren Twp., Somerset County

Further east, a new bridge will be built to carry Martinsville Road over the proposed new freeway. The portions of Martinsville Avenue and Mountain View Road near the crossing will be rebuilt.

Two bridges will carry Route 78 over Dead River Tributary.

A new bridge will carry Dead River Road over Route 78.

A culvert will carry Route 78 over Pound Brook.

Detour roads will enable traffic to by-pass construction areas.

Ninety percent of the costs of Interstate Route construction is paid by the Federal Government while the remaining ten percent is paid by the State Highway Department.

Work on the project is expected to be completed in 360 working days. All bids will be reviewed before a contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1964
ROUTE U.S. 30 - BIDS
Waterford Twp.,
Camden County

Trenton, March 12 - The New Jersey State Highway Department today announced it received a low bid of \$129,355.54 from Campanella and Wells, Inc., Hammonton for the construction of traffic turnarounds at the intersection of Route U.S. 30 and Atco Avenue in Waterford Township, Camden County.

Other bidders on the project were: Clifford Ellis, Inc., Cherry Hill, \$139,568.90; Joseph Lafferty and Sons, Inc., Medford, \$140,615.90; South Jersey Construction Co., Riverside, \$141,623.30; Rudolph Meckel and Sons, Inc., Vineland; 147,314.30; Edward H. Ellis and Son, Inc., Cherry Hill, \$149,564.00; Bancheri Construction Co., Inc., Hammonton, \$150,411.30.

Work on the project will also include drainage improvements on about one mile of Route U.S. 30 in the area.

Southbound traffic on Route U.S. 30 desiring to turn at Atco Avenue or to turnaround to the northbound lanes of the highway will enter Granger Avenue through a connecting ramp and continue to an intersection with Atco Avenue.

Access to properties on Granger Avenue will be provided from Atco Avenue and from the eastbound Route U.S. 30 connecting ramp.

Northbound traffic on Route U.S. 30 desiring to turn at Atco Avenue or to turnaround to the southbound lanes will enter Auburn Avenue at a location about 600 feet south of the Atco Avenue intersection, turn left on West Second Street and continue northward to the intersection with Atco Avenue.

(more)

1964
ROUTE U.S. 30 - BIDS
Waterford Twp.
Camden County

West Second Street will be widened to 30 feet and will carry one lane of traffic in each direction on a bituminous concrete surface bordered by white concrete vertical curb.

Westbound traffic on Auburn Avenue will be able to reach northbound Route U.S. 30.

Two lanes of traffic will be carried on Atco Avenue west of Route U.S. 30.

Granger Avenue will carry one lane of traffic in each direction on bituminous concrete roadway bordered by white concrete vertical curb.

Costs of the project, which is expected to take 50 working days to complete, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

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IMMEDIATE RELEASE

1964

INTERSTATE ROUTE 280 - BIDS
Demolition
West Orange, East Orange
Essex County

Trenton, March 12 - The New Jersey State Highway Department today announced a low bid of \$31,900.00 was received from Interstate Wrecking Co., Inc., Springfield, on a demolition project on Interstate Route 280, the Essex East-West Freeway, in Essex County.

Other bidders on the project were: William M. Young and Co., Newark, \$36,625.00 and S.A.S. Equipment Co., Inc., Union, \$67,000.00.

Approximately 58 buildings will be demolished over a distance of 1.65 miles in a corridor extending from the vicinity of Mount Pleasant Avenue in West Orange eastward through Orange to the vicinity of Harrison Street in East Orange. The corridor crosses Northfield Avenue, South Jefferson Street, Scotland Road, Lincoln Avenue, Essex Avenue, South Day Street, North Center Street, Hickory Street and Oakwood Avenue.

Buildings are being demolished on a selective basis as property acquisitions and agreements are completed and as the occupants of the buildings move out.

A schedule of 60 working days has been set up for the demolition project. The Federal Government will pay 90 percent of the costs while the State Highway Department will pay ten percent. All bids will be reviewed before a contract is awarded.

280,4B,5G,6H
63-I-28

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RELEASE UPON RECEIPT

1964

TRAFFIC REGULATIONS

ROUTE 69

Review of no-passing zones
entire route. Pennington
Circle to Route U.S. 46

Trenton, March 12 - The New Jersey State Highway Department today announced that a review of no-passing zones has been completed along Route 69 from the Pennington Circle (Baldwins Corner) in Mercer County to its terminus at Route U.S. 46 in Warren County. The only exception being that portion of U.S. 202 and 69 between Ringoes and Flemington where construction is underway.

Periodic reviews are made on the entire highway system.

The review of no-passing zones on Route 69 resulted in some minor adjustments along the route.

A Highway spokesman noted that some confusion has resulted among property owners where no-passing zones transverse business or private driveways.

While the solid barrier line must not be crossed for the purpose of a passing maneuver it may be crossed for the purpose of entering a public or private driveway, the spokesman said.

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IMMEDIATE RELEASE



1964

SALE OF BUILDINGS

Denville, Netcong, Montville
Morris County

Trenton, March 12 - The New Jersey State Highway Department today scheduled two public sales March 19 for vacant buildings in Denville, Montville, and Netcong, Morris County.

The buildings stand on land purchased by the Highway Department for future construction of Interstate Route 80 in the municipalities.

The morning sale will begin 11:30 a.m. in Denville, in the building to be sold at 98 North Main Street, Denville, a brick building which formerly housed a flower and gift shop, and an overhead apartment. A detached two-car garage will be offered to the bidders as a separate unit.

The afternoon sale, to begin at 2:30 p.m. will offer two buildings located in Montville and Netcong. The sale will be held in the Montville building, a one-family house on the east side of Change Bridge Road about 700 feet north of Old Bloomfield Avenue.

The Netcong building is a frame bungalow on Route 46 and Love Lane.

The public sales are the latest in a series aimed at saving serviceable homes and buildings by giving the public an opportunity to purchase them and move them out of the path of the new highway. Similar sales have, during recent years, returned and saved the Highway Department nearly \$1 million, and returned ratable buildings to municipal tax rolls. Sales of odd pieces of land left after construction have regained about \$350,000. for the State.

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RELEASE THURSDAY P.M.'s



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1964

ROUTE 24 FREEWAY - ADV
DEMOLITION OF BUILDINGS
City of Summit, Union County
Millburn Township, Essex County

Trenton, March 12- The New Jersey State Highway Department today announced bids will be received April 2 on a demolition project on the proposed Route 24 Freeway in Union and Essex Counties.

Demolition work will be performed in a corridor extending from Essex Road eastward to Broad Street generally along the line of the existing Morris and Essex Turnpike in the City of Summit and in Millburn Township.

Work will be performed on a selective basis as properties become available and the occupants of the buildings move out.

In the City of Summit, demolition work will be performed on a total of 17 properties. Two of the properties are located on the south side of the Morris and Essex Turnpike near Morris Street; eleven more are located in the vicinity of the northwest corner of Broad Street and Middle Avenue intersection and four are located on the south side of the Morris and Essex Turnpike opposite Lakeview Avenue.

In Millburn Township, demolition work will be performed on two property parcels located north of the Morris and Essex Turnpike and west of Lakeview Avenue.

Costs of the project, which is expected to take 30 working days to complete, will be shared equally by the Federal Government and the State Highway Department. All bids will be reviewed before a contract is awarded.

24 Freeway, 12D
62-P-7

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RELEASE UPON RECEIPT

644

Many automobile experts say the safest car in the world is an experimental model built by the Cornell Aeronautical Laboratory and Liberty Insurance Company.

Safety features in the car include individual bucket seats and seat belts front and rear, the driver's seat is located in the center, it has a lever control instead of a steering wheel, all knobs are recessed, head rests eliminate whiplash injuries, it has side bumpers, and roll over bars.

The New Jersey State Highway Department does its share to cut down motor vehicle deaths by designing safety features for new highways, and incorporating them into existing roadways. They include center barriers, jug handle turns, reflectorized painted center and roadway edge lines, banked curves, slighter grades, creeper lanes, more legible signs, better lighting, overpasses and underpasses.

But all safety experts say there is one feature they cannot build into the cars and highways of the future - common sense shown by the motorist.

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RELEASE THURSDAY P.M.'s

1964

VEGETATION CONTROL - ADV
STATEWIDE

Trenton, March 12 - The New Jersey State Highway Department today announced it will receive bids April 2 on a contract for chemical spray control of vegetation under guardrails along portions of the State Highway System.

This will be the first contract under which guardrail vegetation control spraying will be performed. Although the Department has experimented with plant growth retardants on a limited basis, presently the bulk of the growth is cut back by hand and machine methods by State Highway Department maintenance workers.

Approximately 339,732 linear feet of growth area under guardrails will be sprayed at numerous locations along five separate stretches of the State Highway System as follows:

1. Route 9 from Cape May northward to Routes U.S. 1 and 9 in Woodbridge.
2. Route 206 from Hammonton northward to Route U.S. 46 in Netcong.
3. Route 130 from the Airport Circle in Camden northward to the Route U.S. 1 Milltown Circle in New Brunswick.
4. Route 69 from Pennington northward to the intersection of Route 24 in Washington.
5. Route 1 from Trenton northward to Allen Street at the Elizabeth City Line.

Costs of the work, which is expected to be completed by May 13 will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

NEW JERSEY STATE HIGHWAY DEPARTMENT
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1955 Highway Map, Trenton
Trenton, N.J. 08611



RECEIVED TRENTON P.M. 10

1955
ADMINISTRATIVE CENTER - 407
STATEHOUSE

Trenton, March 12 - The New Jersey State Highway Department today announced it will receive bids April 2 on a contract for clearing away growth of vegetation under power lines along portions of the State Highway System.

This will be the first contract under which electrical vegetation control spraying will be performed. Although the Department has experimented with flame growth retardants on a limited basis, presently the bulk of the growth is cut back by hand and machine methods by State Highway Department maintenance units.

Approximately 332,732 linear feet of growth over which electricals will be sprayed at numerous locations along five separate sections of the State Highway System as follows:

1. Route 2 from One way northward to Route U.S. 1 and 2 in Woodbridge.
2. Route 206 from Hamonton northward to Route U.S. 46 in Kelso.
3. Route 130 from the Airport Circle in Camden northward to the Route U.S. 1 Millers Circle in New Brunswick.
4. Route 69 from Farmington northward to the intersection of Route 28 in Washington.
5. Route 1 from Trenton northward to Allen Street at the Elizabeth City Line.

Costs of the work, which is expected to be completed by May 15 will be paid entirely by the State Highway Department. All bids will be received before a contract is awarded.



